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DOMINION OF CANADA. 2

PROVINCE OF BRITISH COLUMBIA

INFORMATION

FOR

INTENDING SETTLERS.

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WITH A MAP.



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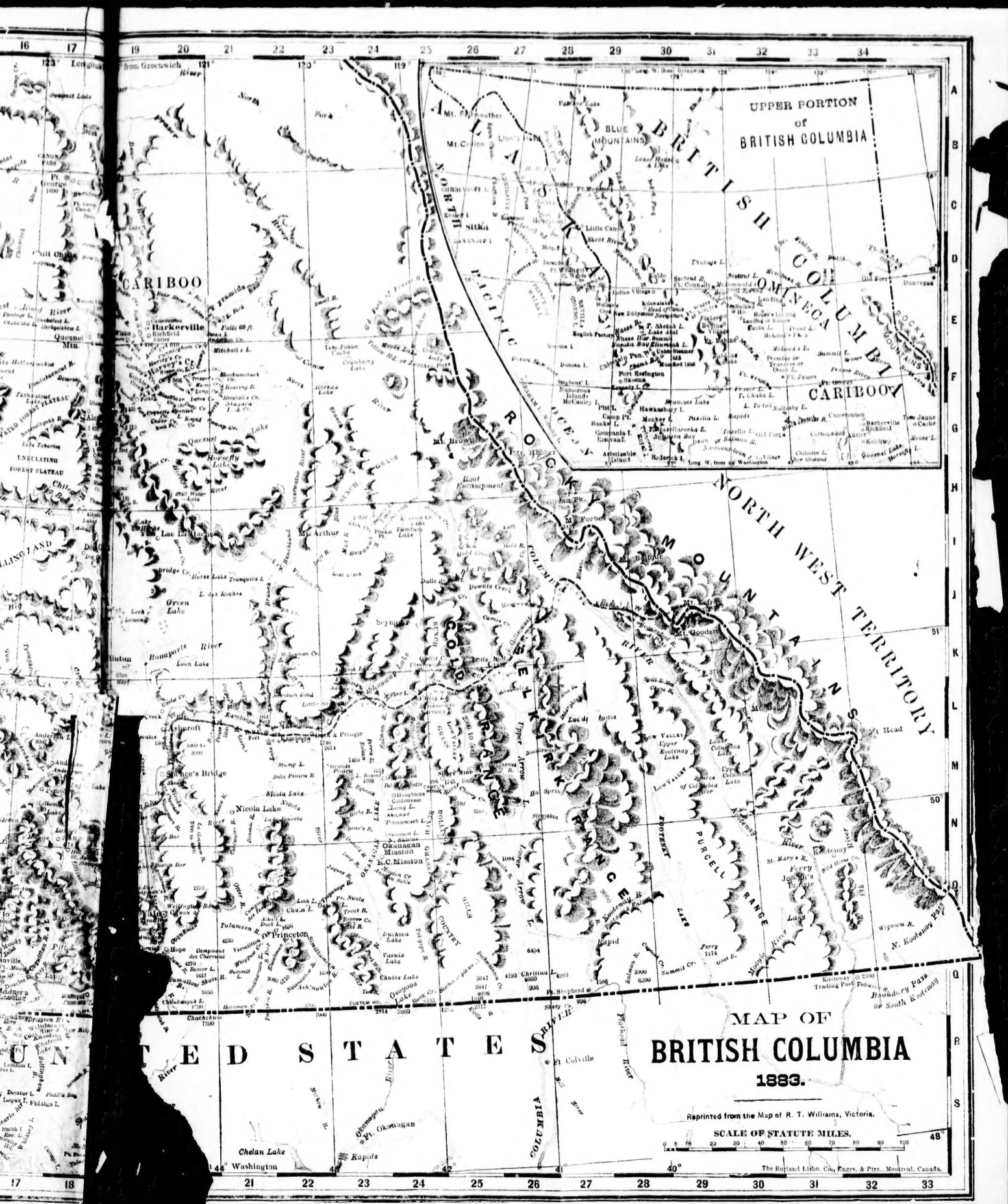
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CANADA.

PROVINCE OF BRITISH COLUMBIA.

INFORMATION FOR SETTLERS.

British Columbia (including Vancouver, Queen Charlotte, and other islands along the coast) is that portion of Canada which looks out on the Pacific Ocean. It is the only British territory on the western, or Pacific Ocean side of the North American continent.

The principal border countries on the Pacific Ocean side of the continent are the American territories and states of Washington, Oregon, and California. These are fine countries, but each has its advantages and disadvantages. British Columbia, upon the whole, is the best of these countries to settle in, for the following substantial reasons:—The demand for labour is generally good and wages high. Taking the whole year round, or, taking a series of years, the climate is more healthy and enjoyable. The wheat, barley, and hops of British Columbia beat those of California, and her root crops beat those of Oregon. Her grass-fed beef and mutton are the best on the continent. British Columbia has more coal, and better coal, finer harbours, superior fish, sounder trees. Her mineral lands containing precious metals are very extensive. The public domain is sold cheaply, the taxation is immensely less, titles are more secure, the Government maintains free, unsectarian public schools, the laws are better carried out, the people have as much political freedom as any people can desire.

BOUNDARIES.

The boundaries of British Columbia are as follow:—On the North the parallel of 60° N.; on the West the Pacific Ocean and the frontier of the United States territory of Alaska; on the South the parallel of 49° N. (the boundary of the United States); and in the East the Rocky Mountains and the meridian of 120° W. Vancouver Island, though extending southerly beyond the 49th parallel, is wholly within the province.

HISTORY.

Vancouver Island was constituted a colony in 1849. The great mainland territory became a colony in 1858. The two colonies were united in 1856, under the name of British Columbia, and so continued until the 20th July, 1871, at which date the colony became one of the provinces of Canada. From its fine climate, its harbours, the variety of its resources, its vast deposits of gold, coal, iron, and other minerals of economic value, British Columbia may be regarded as, in many respects, a duplicate in North-West America, of Great Britain and Ireland. The provinces must always be a most important part of Canada. Governor-General the Earl of Dufferin said on this point, in a speech in Victoria, 20th September, 1876:—

"Canada would indeed be dead to the most self-evident considerations of self-interest, and to the first instincts of national pride, if she did not regard with satisfaction her connection with a province so richly endowed by nature, inhabited by a

"community so replete with British loyalty and pluck, while it afforded her the means of extending her confines and the outlets of her commerce to the wide Pacific and the countries beyond."

POSITION ON THE GLOBE.

The geographical situation of the province is very important. It juts out from North-West America as Great Britain juts out from Europe. The comparatively favourable distances across the ocean to Japan, China, and Australia, the direction of the trade winds, the open harbours, the stores of coal, the immense fertile region through which the Canadian Pacific Railway reaches the seaboard of British Columbia—linking the Pacific Ocean to the system of the St. Lawrence navigation on the eastern side of the American Continent—are facts extremely favourable to the growth of a widely extended commerce. The opening of the Panama Canal, also, will have a marked influence, commercially, on the future of the North-West of America.

It is of importance to consider the position of the Province with regard to the advantages it affords for the construction of a trans-continental railway. The Canadian line, in the first place, passes over that portion of the Continent known as the "fertile belt," instead of arid or salt plains, not admitting either of cultivation or settlement. And, next, the highest pass through the Rocky Mountains, which the Canadian Railway will take, according to the Report of Mr. Fleming on the line selected by him, was 3,372 feet above the level of the sea, while the trans-continental line through the United States which has its western terminus at San Francisco, has to scale an elevation of 7,534 feet. It is understood that the Canadian Pacific Railway Company have found a more southern and shorter route, the "Kicking Horse Pass," through the Rocky Mountains, than that selected by Mr. Fleming. The gradients of this are not in all respects quite so favourable as those of the "Tête Jaune" (Mr. Fleming's pass), but the gain in distance is about 100 miles, and the inclination of the gradients is understood to favour the heavy expected traffic of products from the plains, to be carried to the seaboard.

A comparison of profiles of altitudes of three trans-continental railway routes—the Union Pacific, now completed with San Francisco as terminus; the Northern Pacific in United States territory, rapidly approaching completion, starting from Duluth at the head of Lake Superior; and the Canadian Pacific—shows commanding advantages in gradients in favour of the last-named. The following interesting and important general statements in this connection, are extracted from Mr. Fleming's report:—

"Viewing the Canadian Pacific Railway as a 'through' route between ports on the Atlantic and Pacific Oceans, the comparative profile of altitudes as above given, illustrates the remarkable engineering advantages which it possesses over the Union Pacific Railway. The lower altitudes to be reached, and the more favourable gradients are not, however, the only advantages.

"A careful examination into the question of distances, shows, beyond dispute that the Continent can be spanned by a much shorter line on Canadian soil than by the existing railways through the United States.

"The distance from San Francisco to New York, by the Union Pacific Railway, is 3,363 miles, while from New Westminster to Montreal it is only 2,730, or 633 miles in favour of the Canadian route.

"By the construction of the Canadian Pacific Railway, even New York, Boston and Portland will be brought from 300 to 500 miles nearer the Pacific coast than they are at present.

"Compared with the Union Pacific Railway, the Canadian line will shorten the passage from Liverpool to China, in direct distance, more than 1,000 miles.

"When the remarkable engineering advantages which appear to be obtainable on the Canadian Line, and the very great reduction in mileage above referred to are taken into consideration, it is evident that the Canadian Pacific Railway, in entering into competition for the through traffic between the two oceans, will possess in a very high degree the essential elements for success."

It will thus be seen that the Canadian Pacific Railway has not only Canadian but Imperial interest.

As regards the Pacific Ocean connections of the Canadian Pacific Railway, it is

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worthy of note that the distance from Japan, China or the Pacific Coast generally to Liverpool is from 1,000 to 1,200 miles less by the Canadian Pacific than by the Union Pacific Railway. In reference to this point, Professor Maury, U.S., writes:—"The trade-winds place Vancouver Island on the way side of the road from China and Japan to San Francisco so completely that a trading vessel under canvas to the latter place would take the same route as if she was bound for Vancouver Island—so that all return cargoes would naturally come there in order to save two or three weeks, besides risks and expenses." It must, however, be clearly understood that this advantage, equivalent to the distance between Vancouver Island and San Francisco, viz., about 700 miles, is independent of and in addition to, the saving of direct distance by the Canadian route given above.

These very important facts of position in relation to distances are very much heightened by the further fact of the possession of important stores of Coal on the Canadian Pacific Coast, and the plains east of the Rocky Mountains. This is put in a striking manner by Sir Charles Dilke, one of the present Ministers of the Crown in England, in his book entitled "Greater Britain." Sir Charles says:—

"The position of the various stores of coal in the Pacific is of extreme importance as an index to the future distribution of power in that portion of the world; but it is not enough to know where coal is to be found, without looking also to the quantity, quality, cheapness of labour and facility of transport. In China and in Borneo there are extensive coal fields, but they lie 'the wrong way' for trade; on the other hand, the California and Monte Diablo, San Diego, and Monterey coal lies well, but is of bad quality. Tasmania has good coal, but in no great quantity, and the beds nearest the coast are formed of inferior anthracite. The three countries of the Pacific which must for a time at least rise to manufacturing greatness, are Japan, Vancouver Island and New South Wales; but which of these will become wealthiest and most powerful depends mainly on the amount of coal which they respectively possess, so situated as to be cheaply raised. The dearth of labour under which Vancouver suffers will be removed by the opening of the Pacific Railroad; but for the present New South Wales has the cheapest labour, and upon her shores at Newcastle are abundant stores of coal of good quality for manufacturing purposes, although for sea use it burns 'dirtily' and too fast. * * * The future of the Pacific shores is inevitably brilliant, but it is not New Zealand, the centre of the water hemisphere, which will occupy the position that England has taken on the Atlantic, but some country such as Japan or Vancouver, jutting out into the ocean from Asia or from America, as England juts out from Europe."

The preponderance of power which, according to Sir Charles, is to make the great nation of the future of the Pacific coast, seems to be settled by the fact of the coal deposits of British Columbia, of which more particular accounts will be given in another chapter. But it may be well to state in this relation, that according to the evidence of Dr. G. M. Dawson, before a committee of the Canadian Parliament, during its last session, tests made by officers specially employed by the Government of the United States to ascertain what coal on the western coast gave the best results for steam purposes, showed, that to produce a given quantity of steam, 1,800 lbs. Nanaimo (British Columbia) coal were equal to 2,400 of Seattle (Washington Territory, U.S.) coal, to 2,600 of Coos Bay (Oregon, U.S.) and the same of Monte Diablo (California) coal. This superiority in quality being established on the unbiassed authority of a test made for the U.S. Government, settles the question of preponderance mentioned by the English writer above quoted.

The simple fact of power, however, from the presence of the mineral deposits for making steam, is not the only consideration. The question of distance must also be considered, as well as the trade winds, the great advantage of favourable grades and curves, the short line passing through a rich and well watered agricultural country, instead of the hopeless deserts; and these conditions, moreover, are to be further considered in connection with the system of St. Lawrence navigation on the eastern face of the continent. Such considerations make it apparent that there are here conjunctions of commercial forces which are unique in the world; and which must, in the near future, exercise marked influence upon, if they do not command, the trade between the countries bordering on the Atlantic and those on the Pacific Ocean. These are facts which greatly affect the future commerce of the globe.

There is still another fact to be considered in relation to the position of British Columbia, namely, the great English speaking communities so rapidly growing to wealth and power in Australasia. Already a large trade has been built up between America and those enterprising provinces, in which Canada has begun to share, as shown in the recent able reports of Sir R. W. Cameron, the Canadian Commissioner to the two last Australian International Exhibitions. The easiest and most rapid route to reach the Australian Colonies from any part of this continent, is now *via* San Francisco and the Pacific Ocean. But for Canadians, the facilities will be greatly increased when the Canadian Trans-Continental Railway shall be completed. The petroleum from the immense deposits east of the Rocky Mountains in the Canadian North-West, described by Prof. Selwyn and others before a committee of Parliament, will be conveyed to the Pacific seaboard in British Columbia, to supply the demand in the countries on the Pacific. This demand for the petroleum products of America has already attained the proportions of a great commerce.

The mutual wants of the countries which constitute so large a portion of the globe, will, in the near future, find out the advantages of commercial position very briefly indicated in this chapter. The settler in British Columbia may, therefore, fairly set before his mind pleasures of hope sufficient to satisfy the most ardent imagination.

EXISTING TRADE.

The trade of the province already deserves particular attention. The exports amount to nearly four million dollars annually. They consist of minerals—chiefly gold and coal—sea products—chiefly salmon and oils—timber, furs, skins, etc., which reach markets in Great Britain, the United States, Mexico, Peru, Chili, Africa, Australia, China, Japan, and the Sandwich Islands. The amount of the exports is remarkable, considering the number of the population. The per head value of exports from British Columbia is more than three times the highest per head value of exports from the other Provinces of Canada. It exceeds that of any of the adjacent American territories.

The imports amount, at present, to about two and a half millions of dollars annually, the largest amounts being from the United States, Great Britain, the Eastern Provinces of Canada, and China, with some, also, from Central America, Sandwich Islands, Spanish West Indies, Chili, Germany, France, etc. The imports from the Eastern Provinces of Canada have grown rapidly within the last few years.

The increase of the external trade of the province has been accompanied by the starting and growth of several important provincial manufactures.

MINERALS.

The minerals of the province form its chief resource. The experience of miners, and the data collected during nine years by the geological officers of the Canadian Government, establish the existence of great mineral wealth in British Columbia—gold, coal, silver, iron, copper, and other minerals. When the country is opened up and the cost of labour and supplies lessened, it will soon take first place as the mining province of the Dominion of Canada, and, ultimately, as second to no other country in North America.

GOLD.

There is scarcely a stream of any importance in which the "colour" of gold cannot be found. Paying gold mines exist in localities that extend through ten degrees of latitude. The gold formation proper of the country, consists of a series of talcose and chloritic, blackish or greenish-grey slates or schists, which occasionally become micaceous, and generally show evidence of greater metamorphism than the gold-bearing slates of California. The greatest area of these rocks, probably corresponding to the gold-bearing rocks of California and proved to be richly auriferous, appears in connection with the disturbed region lying west of the Rocky Mountain Range, known in various parts of its length as the Purcell, Selkirk, Columbia, Cariboo, and Omineca ranges. Other considerable belts of auriferous rocks, probably belonging to the same age, however, occur beyond this region, as in the vicinity of Anderson

River and Boston Bar, on the Fraser, and at Leech River, Vancouver Island. Gold has been found in other parts of Vancouver Island, and also in Queen Charlotte Island.

COAL.

All authorities agree as to the extent and value of the coal beds of British Columbia. The deposits are widely spread. In quality, the Vancouver Island bituminous coals are found to be superior, for all practical purposes, to any coals on the Pacific coast. Nature has given this advantage, exclusively, to Canada on the Pacific sea-board. On an average, nearly two-thirds of the sea-borne Pacific coast coal, received annually at San Francisco, are from Vancouver Island. Coal formations of tertiary age, furnishing very good coal of its kind, cover great tracts also, of the mainland of British Columbia. Anthracite coal exists in Queen Charlotte Island and on the mainland, and indications of its presence have been discovered in Vancouver Island.

It is only within the past few years that the coal trade from British Columbia to California has assumed large proportions. In the twelve years ending with 1873, the imports were 150,000 tons, or 12,500 tons per annum. In the last ten years these imports have been 1,280,000 tons, or 107,000 tons per annum. In the last five years they have averaged 153,000 tons per annum, or as much in one year as was received at San Francisco in the first twelve years of the above period.

The present indications point to a large increase of the coal trade of the province.

A test by the War Department of the United States, as already stated, in order to find the best steam-raising coal on the Pacific coast, showed that to produce a given quantity of steam, it took 1,800 lbs. of Vancouver coal to 2,400 lbs. of Seattle coal, 2,600 lbs. of Coos Bay coal, Oregon, and 2,600 lbs. of Monte Diablo coal, California. This proved that, as far as the Pacific coast is concerned, the coal of Vancouver Island has a marked superiority over all the others.

IRON.

Great masses of iron ore exist on the coast—some of the finest iron ores known in Canada—and lying in close proximity to great beds of marble or limestone and the coal fields of Nanaimo. Dr. Dawson describes the bed on Texada Island as a "very rich magnetic ore assaying 68.4 of iron, and a very low percentage of phosphorus and other impurities;" and having "only twenty miles of the navigable waters of the Strait of Georgia between it and the Comox coal field, and both the iron and coal close to the water's edge."

SILVER.

Silver has been found near Hope, on the Fraser River. The specimens of ore assayed have given high yields of silver. It has also been found at Yale, on the Fraser, and a rich silver ore has been brought from Cherry Creek, a tributary of the Shuswap. Native silver has been found at Omineca, in the northern interior, a "argentiferous galenas at Omineca and Kootenay. The silver ores in the Kootenay district, both at Kootenay Lake and on the Upper Columbia, seem to be very plentiful. There is every reason to believe that rich mines of silver will be opened in the province. Specimens received by the Geological Survey, from the Rocky Mountains, show a high percentage.

OTHER MINERALS.

Copper, galena, mercury, platinum, antimony, bismuth, molybdenum, plumbago and other minerals have been discovered in different parts of the province; copper being very widely distributed.

MINING LAWS.

FREE MINERS.

"Free miners" only can have right or interest in mining claims or ditches. A "free miner" must be over 16 years of age. His certificate may be for one year (\$5), or three years (\$15), and is not transferable. He may enter and mine Crown lands or,

on making compensation, lands occupied for other than mining purposes. To recover wages must have free miner's certificate.

RECORD, &c., OF CLAIMS.

Claims must be recorded (\$2.50), and re-recorded (\$2.50). Time allowed for record is three days after location, if within ten miles of office—one additional day for every additional ten miles, or fraction thereof. In very remote places, miners, assembled in meeting, may make valid rules temporarily. Transfers of claims or mining interests must be in writing and registered. Free miners may hold any number of claims by purchase, but only two by pre-emption, except in certain cases. Claims may be officially laid over, and leave of absence granted in certain cases, but the rule is that every full claim or full interest must be worked either by owner or agent. A free miner can, by record, get a fair share of water necessary to work claim. A claim is deemed open if unworked for 72 hours on working days, unless for sickness or other reasonable cause.

NATURE AND SIZE OF ORDINARY MINING CLAIMS.

Claims, as far as possible, are rectangular and must be staked by post or tree. Sizes are, "bar diggings," 100 feet wide at high-water mark, and thence extend into the river at its lowest water level. "Dry diggings" 100 feet square. "Creek claims" 100 feet long, measured in the direction of the general course of the stream, and shall extend in width from base to base of the hill or bench on each side, but when the hills or benches are less than 100 feet apart the claim shall be 100 feet square. "Bench claims" 100 feet square. "Hill claims" base line fronting a stream 100 feet—parallel side lines at right angles thereto at summit of hill. Posts 100 feet apart. Claim not to come within 100 feet of any gulch or tributary of creek. Measurements horizontal, irrespective of surface inequalities.

DISCOVERERS' CLAIMS.

To one discoverer.....	300 feet in length.
To a party of two discoverers.....	600 do.
To a party of three discoverers.....	800 do.
To a party of four discoverers.....	1000 do.
And to each member of a party beyond four in number, a claim of the ordinary size only.	

The above increase of size applies to dry, bar, bench, creek, or hill diggings, not to quartz claims or minerals in lodes or veins.

A new stratum of auriferous earth or gravel situated in a locality where the claims are abandoned, shall, for the above purposes, be deemed a new mine, although the same locality shall have been previously worked at a different level; and dry diggings discovered in the vicinity of bar diggings shall be deemed a new mine, and vice versa. A discoverer's claim shall be reckoned as one ordinary claim.

Creek discovery claims shall extend 1,000 feet on each side of the centre of the creek, or as far as the summit.

LEAVE OF ABSENCE.

On discovery of new lode or vein containing minerals, 6 months.

On proving expenditure, in cash, labour, or machinery, of \$1,000 on each full interest (without reasonable return), 1 year.

Under other conditions Gold Commissioner has option.

MINERAL CLAIMS.

"Mineral claims,"—that is, claims containing, or supposed to contain, minerals, precious or base (other than coal), in lodes or veins, or rock in place—shall be 1,500 feet wide, and, as nearly as possible, in rectangular form. Must have 3 posts (or tree

posts) at equal distances along centre line, with a notice on each. Only one claim on the same lode or vein can be held, except by purchase. Quartz claims are deemed to be mineral claims.

In order to get a Crown grant for a mineral claim lawfully held, it must be surveyed by a surveyor approved by the Land Office; notice of application for the grant must be posted conspicuously on the land and on the Government office of the district, also inserted for sixty days in the Government Gazette and a newspaper, if any, circulating in the district, and proof must be given to the satisfaction of the Government officers that \$1,000 have been bona fide expended in money or labour upon the claim. Or a Crown grant may be got by paying \$50 per acre to the Government, in lieu of representation and expenditure on the claim.

General provisions for ordinary mining claims apply to mineral claims as far as may be.

The proper representation of a "mineral" claim requires that the sum of two hundred dollars, in money, labour, or improvements, shall be expended annually upon the claim, to the satisfaction of a Gold Commissioner, and that the owner shall have obtained a certificate from the Gold Commissioner to that effect, within a year from the location of the claim, and thereafter annually, and shall have recorded the certificate immediately after its issue.

An annual tax of \$1 per acre, or fractional part of an acre, of every mineral claim is payable on the 31st December.

Leases of mining ground, ditch privileges, &c., may be issued, but will not in general be granted for a longer term than ten years, or for a quantity of ground greater than—

In dry diggings, ten acres;

In bardiggings, unworked, half a mile in length along the high-water mark.

In bar diggings worked and abandoned, one mile and a half in length along the high-water mark.

The regulations as to flumes, ditches, and drainage need not be detailed, but it may be stated that the water taken into a ditch or sluice has to be measured at the ditch or sluice head. No water should be taken into a ditch or sluice except in a trough placed horizontally at the place at which the water enters it. One inch of water means half the quantity that will pass through an orifice two inches high by one inch wide, with a constant head of seven inches above the upper side of the orifice.

COAL PROSPECTING LICENSES.

A twelve months' prospecting license for 480 acres of vacant coal land, in one block, may be granted by the Government on payment of \$25. The license may be extended for another year if the licensee has actually explored for coal, on payment of \$50. The license is not transferable without notice being given to the Chief Commissioner of Lands and Works. If a licensee wishes to purchase the coal lands, he may do so under the said Land Act at \$2.50 per acre.

THE SURFACE OF THE PROVINCE.

The general physical features of British Columbia may be described in a few words. It occupies the mountainous, or hilly, region that extends to the Pacific Ocean from the western edge of the great plain or prairie country of Central Canada lying east of the Rocky Mountains. The length of the province is about 700 miles, and the extreme breadth over 500 miles. Its area is estimated at about 350,000 square miles.

The Rocky Mountains rise abruptly at their eastern base from the plain or prairie region of Central Canada, and present often to the east almost perpendicular walls of rock. They are composed not of a single upheaved ridge, but of a number of more or less nearly parallel ranges, which have a general direction a little west of north, and a breadth of over sixty miles. The rivers that flow into Hudson's Bay and the Arctic Ocean have their sources farther back among the several ranges of the Rockies as we proceed northward. Between the 51st and 52nd parallels the ranges not only become more diffuse, but decrease rapidly in height, till on the border of the Arctic Ocean they are represented by comparatively low hills.

The surface of the country between the Rocky Mountains and the Pacific Ocean may be divided into two subordinate mountain districts, flanking on either side an irregular belt of high plateau country, which extends, with an average width of about 100 miles, up the interior of the province to about 55.30 N.L., and is, in fact, a northerly continuation of the great basin of Utah and Nevada in the United States. On the eastern side of this high irregular plateau, are masses of mountains that run generally parallel to the Rocky Mountains, and are not well distinguished from them. This is one of the mountain districts above-mentioned. The other is a mass of mountains on the western side of the plateau. These latter are commonly called the coast range of British Columbia—a range uplifted later than the Cascade Mountains of Oregon, and not of the same formation. The large Islands of Vancouver and Queen Charlotte, which shelter the mainland coast, are above-water portions of a still more westerly range of mountains now half submerged in the Pacific Ocean. The Cascade Mountains of Oregon, though described in some accounts of the province as running longitudinally through it, in fact merely enter the south-west angle of British Columbia and disappear on the east side of the Fraser, about 150 miles up that river. In the extreme north of the province, as above said of the Rocky Mountains, the mountains generally, except those of the coast range, diminish in height, and the surface has a gentle northerly and north-easterly slope towards the Arctic Ocean.

The above brief description, read with the map lying open beside it, will make the general physical structure and surface of British Columbia sufficiently clear to the reader. It is necessary, however, to add a word or two on the remarkable coast line of the province. Here we shall see a further resemblance to north-western Europe, particularly to the coast of Norway and the west coast of Scotland.

COAST LINE.

The coast line is much broken with numerous long inlets, bays, coves, and islands. It is noteworthy that, while from San Francisco to Cape Flattery there is not a single harbour for ocean-going ships, good harbours are numerous in British Columbia, both on the mainland and on Vancouver Island. Among these may be mentioned Burrard Inlet on the mainland, to which the trans-continental railway comes, Esquimalt, the Naval Station in Vancouver Island, and Nanaimo, a great coal shipping port on the east coast of that Island, all of which are excellent harbours much frequented by shipping. A remarkable feature on the coast of the province is the noble barrier for the protection of the mainland shores formed by the outer half-submerged mountain range above-mentioned, represented by the large Islands of Vancouver and Queen Charlotte.

His Excellency Governor-General the Earl of Dufferin thus describes the coast line of the province in a speech at Victoria, on the 10th of September, 1876:—

“Such a spectacle as its coast line presents is not to be paralleled by any country in the world. Day after day for a whole week, in a vessel of nearly 2,000 tons, we threaded an interminable labyrinth of watery lanes and reaches that wound endlessly in and out of a network of islands, promontories, and peninsulas for thousands of miles, unruffled by the slightest swell from the adjoining ocean, and presenting at every turn an ever shifting combination of rock, verdure, forest, glacier, and snow-capped mountain of unrivalled grandeur and beauty. When it is remembered that this wonderful system of navigation, equally well adapted to the largest line of battle-ship and the frailest canoe, fringes the entire seaboard of your province and communicates at points, sometimes more than a hundred miles from the coast, with a multitude of valleys stretching eastward into the interior, while at the same time it is furnished with innumerable harbours on either hand, one is lost in admiration at the facilities for inter-communication which are thus provided for the future inhabitants of this wonderful region.”

WHO SHOULD GO TO BRITISH COLUMBIA.

In a pamphlet issued by the Provincial Government of British Columbia it is stated:—

“The Government receives many letters asking for a statement of the actual advantages from different occupations and investments in the province. To such

"questions no entirely satisfactory answer can be given without the power to gauge, in some degree, moral dispositions; so much depends on the individual himself in every colonial undertaking. Emigration is a matter that should be undertaken very prudently, and with clear notions of what settling in a young country really means. The rough task of re-beginning a career means at first a time of hope, followed generally by depression and often by disappointment, and almost always by more or less hardship. The province has great resources, but these require capital, cheap labour, and time for their development. Its surface is uneven and without any extensive connected agricultural areas. It is only in the power of the Government to give general information to the intending immigrant, the application of which to special cases must be the business of each individual himself.

"The prosperity of the province is due to its great natural resources, the steady growth of legitimate industries and trade, and to the large public works now being carried on.

"The western section of the Canadian Pacific Railway has trains running now for a distance of over 100 miles from the seaboard of British Columbia, and its construction is being extended eastward through the province as fast as possible. The main line from the eastern side of the continent has already reached the eastern frontier of British Columbia, and is being made rapidly farther westward to connect at Kamloops Lake with the above section from the seaboard. This railway will run for about 500 miles through the province. The construction of a railway, 70 miles long, in Vancouver Island, from Esquimalt to Nanaimo, will be begun in 1884, and probably, also, work will be commenced on a short railway in the district of Kootenay. A large graving dock is now being made at Esquimalt. On these public works a large number of workmen will be employed annually, within British Columbia, during the next few years.

"The requirements of the province at the present time are men and money—the labourer, the mechanic, the real farmer, dairy-man, fruit-grower, or stock-raiser, and the large and small capitalist.

"Any smart, active, capable, sober man, with only a little money, but accustomed to work with his hands, is sure to succeed in making a comfortable home. Wages are very high; land, food, and house materials are still relatively cheap. If such a settler has a strong heart himself, and is blessed with a common-sense wife used to country work, he may confidently look forward to becoming even rich. He need not long remain in the condition of a labourer. This certainty of rising in the social scale must stimulate the emigrant. Many new avenues to success will be opened when the railways are finished, and men should be here to discover these for themselves.

"The monied man, who looks to the actual growth of industries in the province, and the new permanent markets and industries which the railways will create, and who considers the varied natural resources of the country, cannot fail to find investments that will promise good returns on capital. Farmers, or other persons with considerable means, will find either tillage farming, or cattle or sheep farming in British Columbia an agreeable and profitable occupation. The country does not yet feed itself. Why should a farmer in the old country continue to pay rent, and remain under the control of a landlord, as a leaseholder or yearly tenant, when, with one year's rental, he can purchase a partially prepared farm with buildings on it, in the thoroughly British province of British Columbia?

"Persons generally, especially farmers, with moderate means, who are qualified for the life of a settler in a new country, and are uneasy about their own future and that of their children, and are prepared to emigrate, should consider the advantages which British Columbia affords, irrespectively of the climate, which must be attractive to all. They should have at least sufficient capital to be independent for twelve months. It is often best for the father to go out and pave the way for the little folks.

"We cannot at present encourage the emigration of more than a few professional men, such as lawyers, doctors, surveyors, and civil engineers, unless they have money beyond the expected earnings of their profession, and are prepared to take their chances after arrival. Clerks, shopmen, or those having no particular trade or calling, and men not accustomed to work with their hands, if without means of their own, would probably meet with disappointment, and perhaps hardship. Tutors, governesses, house-keepers, needle-women, and women generally above the grade

"of domestic servants, should not go alone to the province at present, and they should not go at all, unless to join friends or relatives able to maintain them for some time after arrival. Good female domestic servants are, however, much in demand.

"The jaded man of business, or invalid, will find that a visit to the province will brace him up.

"The tourist who can command sufficient means and leisure, may well exchange, for a time, the beaten tracks of European travel for a tour of exploration and adventure, where the world assumes a new and to some minds not unattractive phase. In the magnificent scenery of British Columbia the lover of nature will see much to remind him of Switzerland and the Rhine. The naturalist and botanist will find specimens not known in Europe. The geologist will witness a panorama to which the old world presents no parallel. The sportsman will find abundance of adventure, and game of all kinds. In the principal towns, travellers can have a dinner as in Paris.

"We invite emigrants from all nations, except China."

CONCERNING PASSAGE TO BRITISH COLUMBIA.

The first thing an intending emigrant should do, as well before he starts from home as after his arrival in Canada, is to consult the Government Agents, who are instructed to be careful in giving information and advice. Confidence should not be given to mere hangers-on who are sometimes found about the stations or landing places on the arrival of parties of immigrants. Until the immigrant has been a sufficient time in the new country to learn its ways, he should look very closely at the motives or interests of those persons who offer transactions or advice, and not accept them without consulting the responsible officers. Steamboat and railway tickets for passage or fares should be purchased from the regularly authorized agents only.

If any further information should be desired by the immigrant which he cannot obtain on the spot; or should he desire to make any statements, he can write directly to the General Government at Ottawa, Canada, addressing his letters to the "Secretary of Department of Agriculture, Ottawa," and he will receive due attention. Letters addressed as above are post free, and may be simply dropped in the post office without stamps.

COST OF PASSAGE.

(SUBJECT TO CHANGE.)

The current advertised through rates (it is always best to take through tickets) from London, England, by the Allan Line of steamships and the Union or Northern Pacific Railroad, are as follows:—

Cabin	\$219.50 (£45 5s. 2d.)
Intermediate.....	\$153.00 (£31 10s. 11½d.)
Steerage or Emigrant.....	\$ 89.00 (£18 7s. 0d.)

Passengers *via* Union or Northern Pacific Railway at present stop at Portland, Oregon, over night; from thence to Tacoma, Puget Sound, when they take the splendid daily steamers now on this route, for Victoria, B. C. These trips are made in about ten hours, including all stoppages.

Through tickets from the Continent of Europe are a few shillings more than the above prices; and from Queenstown, Liverpool, Glasgow, Derry, Belfast, Bristol, Cardiff, and Dublin, they are a trifle less.

Rates over the Southern Pacific are about the same as those of the Northern Pacific Railway. Rates over the Union Pacific Railway, which has now a through line direct to Portland, Oregon, are about the same as those of the Northern Pacific Railroad, and afford passengers as good accommodation and as quick time as any other line.

For crossing the Atlantic from any part of the United Kingdom to Quebec or Halifax, emigrants would be able to obtain the Canadian Government assisted tickets of £4 0s. 0d. for labourers or general workmen, and £3 0s. 0d. for agricultural labourers and their families and female domestic servants. These are the rates per ocean adult,

which is fixed at 12 years. Under 12 years and over 1, the rate is £2 0s. 0d., and for infants under a year old the rate is 10s. 6d. each. The ordinary unassisted rate of emigrant ocean passage is £6 6s. 8d.

Steamers leave San Francisco for Victoria every eight days. The present advertised passage is, cabin \$20 (£4 2s. 5d.), steerage \$10 (£2 1s. 2d.).

In the steamboats the passage money includes provisions, but the railway fares do not include provisions. Railway sleeping cars are provided on the railways across the continent, but passengers furnish their own bedding and blankets.

One hundred pounds weight of baggage is allowed to each adult on the railway, and one hundred and fifty pounds weight on the steamers to Victoria. *The charges on excess weight are high.*

In view of the much greater cost of reaching British Columbia than any of the other Provinces, the Dominion Government grant bonus certificates of \$10, or £2 sterling, payable in Victoria, to all emigrants over 16 years of age. These certificates can be obtained from any of the Dominion Agents in the United Kingdom, a list of whom will be found on the cover of this pamphlet.

At Victoria and New Westminster, the Government of British Columbia has provided buildings for the temporary housing of a limited number of immigrants.

BOARD AND LODGING.

The ordinary advertised rates in Victoria in good second-class hotels (meat at every meal), are as follows:—

Board and lodging, \$5 to \$6.50 (20s. to 26s. English) per week.

Do. do. \$1 (4s. English) per day.

Single meals, 25 cents (1s. English).

Beds, 50 cents and 25 cents (2s. and 1s. English).

At New Westminster, near the mouth of the Fraser, the rates are about the same. At Nanaimo, the "Coal" town on the east side of Vancouver Island, the rate, in the workmen's boarding houses, is \$22.50 per month. Board and lodgings are higher in the mainland interior, but along the railway works, the contractors' advertisement states that board is \$4 a week. There are several private boarding houses at Yale and at other places along the works suitable for single men, which furnish board and lodging at about the same rate.

OCEAN PASSAGE.

In steamships from the United Kingdom and the continent of Europe, a certain number of feet of space is prescribed by law for each passenger, so that even in the most crowded or busiest times there can be no overcrowding, or such crowding as would be injurious to the health of the passengers. Good food is amply supplied, and there is always a medical man on board in case of illness, when medicines and medical comforts are provided. The steamships from the United Kingdom are in all cases inspected by officers of the Imperial Parliament before departure, to ensure the carrying out of the provisions of the Passengers' Act.

The laws passed by the Canadian Parliament contain strict provisions for the protection of immigrants, and severe penalties are imposed for all attempts to deceive or defraud them.

On landing at a Canadian port, all immigrants will be visited by a medical officer of the Government, called the Inspecting Physician, and any who may be ill will receive medical treatment, and all necessary medicines and comforts will be provided.

The days of sailing of the steamships, and the rates of passage—cabin, intermediate and steerage—will be found by the intending emigrant in the handbills or advertisements now so very generally published. It may here be particularly pointed out, that the most favourable rates of assisted passages are offered to female domestic servants and families of agricultural labourers. Assisted passages are, however, afforded to other labourers and certain classes of mechanics and agriculturists. The Canadian Government assisted passage, as regards the former class, is less than half of the ordinary advertised rates of steerage passage. The assisted passages are confined to

the steerage, and do not apply to either the intermediate or saloon passage. Application should be made to any Government Agent to obtain information respecting the rates of assisted passages and the conditions necessary to obtain them.

The saloon passage includes all provisions and stateroom. The intermediate passage includes provisions, beds, bedding, and all necessary utensils. The steerage includes a plentiful supply of cooked provisions, but steerage passengers must provide their own beds and bedding, and eating and drinking tins. The outfit for a steerage passage is as follows:—1 mattress, 1s. 3d.; 1 pillow, 6d.; 1 blanket, 3s. 6d.; 1 water can, 9d.; 1 quart mug, 3d.; 1 tin plate, 3d.; 1 wash basin, 9d.; 1 knife and fork, 6d.; 2 spoons, 2d.; 1 pound marine soap, 6d.; 1 towel, 8d.; total, 9s. 6d. The whole of these articles can be obtained of any outfitter in Liverpool at one minute's notice.

These articles may now, however, be hired at a merely nominal rate from some or all of the steamship companies.

All children above the age of twelve years are considered ocean adults, and charged full price. All children under twelve, and over one year old, are charged half-price; infants in arms being charged 10s. 6d. stg. Children, under the ocean adult age, have special rates made for them in the assisted passages of the Canadian Government.

The steerage passengers being so well provided with food on the steamships of the principal lines, need not think of providing themselves with any kind of provisions. If they should be sick, they will be attended to by the ship's doctor, and supplied with medical comforts.

DURING THE PASSAGE.

As soon as the emigrant gets on board the steamship he should make himself acquainted with the rules he is expected to obey whilst at sea. These are generally printed and hung up in the steerage. He should do his best to carry them out; to be well-behaved, and to keep himself clean. He will thus add not only to his own health and comfort, but to that of those around him. If he should have any grievance or real cause of complaint during the passage, he should, of course, make it known to the captain, who will naturally seek to have justice done, as well for his own interest as for that of his ship and his employers. But if for any reason there should be a failure in this, the immigrant should make his complaint to the Government Agent immediately upon landing, while the ship is in port.

The large steamships have stewardesses to look after the female portion of the steerage passengers, who have separate and isolated accommodation in the better class of steamers; a necessary precaution where large numbers of both sexes are carried within a limited space.

On all the steamship bills the passenger will find stated how many cubic feet of luggage he can take with him on board the steamship. Cabin passengers are allowed 20 cubic feet, intermediate passengers 15 feet, and steerage passengers 10 cubic feet of luggage free. Ten cubic feet, however, may be a much larger amount of luggage than will be allowed by the railways after landing.

On all boxes, trunks, or other luggage every passenger should have plainly written or printed his name and destination.

All heavy luggage and boxes are stowed away in the hold of the steamship, but the emigrant should put in a separate and small package the things he will require for use on the voyage. These he should keep by him and take into his berth.

Emigrants sometimes suffer great loss and inconvenience from losing their luggage. They should, therefore, be careful not to lose sight of it until it is put on shipboard. It is then perfectly safe. Upon arrival at Quebec or Halifax it will be passed by the Customs officers and put into what is called the "baggage car" of the railway train, where it is "checked" to its destination. This means that there is attached to each article a little piece of metal with a number stamped on it, while a corresponding piece similarly numbered is given to the passenger to keep until his destination is reached. The railway is then responsible for the safety of his luggage, and will not give it up until he shows his "check." This custom has great safety as well as convenience.

After seeing his luggage marked as passed by the Custom House officer, the immigrant should see that it goes on the same train with him, and if he is going to cross the Continent *via* San Francisco, there to take the steamer for Victoria, he should also

see that his luggage is passed by the United States Custom House officer, at Port Huron, and that it is on the train with him when he leaves that point. The same remark applies should he take the more direct route *via* Duluth and St. Paul, over the Northern Pacific to Puget Sound. Many immigrants have suffered great inconvenience by the detention of luggage at this point, and too much care, therefore, cannot be taken to see that all is right.

It may happen if a party of emigrants are going together, that their luggage may be bonded through, and in this event, a great deal of trouble may be avoided. After the year 1885, however, when the Canadian Pacific railway will be opened through to the Pacific Ocean, all this trouble will be saved.

WHAT TO TAKE.

The limit for luggage on the railway being 100 weight, and the charge on excess weight being high, it is not possible to take many things on the trip. Articles of household furniture, such as crockery, stoves, or articles of hardware, should, generally speaking, be left behind or sold, as they would not be worth the carriage on the journey to British Columbia, and would, besides, cause a great deal of trouble as well as expense. Heavy supplies might be sent from England *via* Cape Horn, but as a settler can buy what he wants after arrival, this is not recommended.

MONEY

It may be explained that money in Canada is in Dollars and Cents. A comparison with sterling is subjoined, which will at once enable the reader to understand in sterling, values stated in dollars and cents:—

<i>Sterling into Dollars and Cents.</i>			<i>Dollars and Cents into Sterling.</i>		
		\$ cts.			£. s. d.
½d. sterling is.....	0	01	1 cent is	0	0 0½
1d. " "	0	02	1 dollar is	0	4 1½
1s. " "	0	24	4 dollars are.....	0	16 5½
£1 " "	4	87	5 " "	1	0 6½

For small change, the half-penny sterling is 1 cent; and the penny sterling is 2 cents. For arriving roughly at the approximate value of larger figures, the Pound sterling may be counted at 5 Dollars. This sign \$ is used to indicate the dollar.

The money used in Canada consists of bank bills, gold and silver coins, and bronze in single cents. In British Columbia the bronze coin is not in circulation, though of course legal.

The Dominion of Canada paper money, also the paper money of the Bank of British North America and the Bank of British Columbia, pass freely in the province in notes of from \$1 to \$100. These are payable in gold. United States paper money is not used in the province.

HOW TO SEND MONEY TO BRITISH COLUMBIA.

The emigrant is not recommended to take British coin to British Columbia. In Great Britain, he should pay that portion of his money not wanted on the passage to the Post Office, and get a money order for it payable in Victoria, or he may pay his money either to the Bank of British Columbia, London (the bankers for the Government of British Columbia), or the Bank of British North America, London, and get from the bank, in exchange for his money, an order payable on demand from its branch bank in Victoria, British Columbia, for the equivalent of his money in dollars and cents.

The emigrant, on paying his money to the Bank, must sign his name on a separate piece of paper, and ask the Bank to send the signature to their Branch Bank in Victoria, so that the person who applies for the money in Victoria may be known to be the proper person. If this is neglected, the emigrant may not be able to get his money in Victoria readily.

The above banks have agents in England, Scotland and Ireland. The Bank of British North America has its own branches in the Dominion of Canada, New York, and San Francisco. The Bank of Montreal is the agent of the Bank of British Columbia throughout Canada and New York. The Bank of British Columbia has a branch in San Francisco.

RATES OF POSTAGE.

The rate of letter postage is 3 cents (1½d.) per half ounce, prepaid, between post offices in Canada. The postage for letters between Canada and the United Kingdom is 5 cents (2½d.) Postal cards can be sent between Canada and the United Kingdom for 2 cents (1d. stg.)

The newspaper postage in Canada is merely nominal; and there is a parcel, sample and book post, at a cheap rate, which are found very useful.

MONEY ORDERS.

The money order system in operation is similar to that of England. All Money Order Offices are authorized to draw on each other for any sum up to one hundred dollars; and any applicant may receive as many one hundred dollar orders as he may require. An order for \$4 is sent for 2 cents; \$10 for 5 cents, and so on.

WAGES.

It is not exactly known what the wages will be this year on the large railway works that are in progress in different parts of the province, carried on as these are in such widely different places as Vancouver Island, Thompson River and the Rocky Mountains, but the following advertisement may indicate rates. It was published by the contractor for the 212 miles of the section of the Canadian Pacific Railway beginning at the seaboard. The rails on this section are laid for about 150 miles.

OFFICE OF THE CONTRACTORS—CANADIAN PACIFIC RAILWAY.

YALE, March 1st, 1983.

NEW SCHEDULE OF WAGES FOR WHITE LABOUR ON THE CANADIAN PACIFIC RAILWAY IN BRITISH COLUMBIA.

Overseers.....	\$125 00 per month.
Rock Foremen.....	3 00 to \$4 00 per day.
Earth Foremen.....	2 50 to 3 00 "
Bridge Foremen.....	3 50 to 4 00 "
Bridge Carpenters (1st class).....	3 50 "
Do. (2nd class).....	3 00 "
Masons.....	2 50 to 3 50 "
Stonecutters.....	3 00 to 3 50 "
Blacksmiths (1st class).....	3 50 "
Do. (2nd class).....	3 00 "
Drillers.....	2 00 to 2 25 "
Labourers.....	1 75 to 2 00 "
Hewers.....	3 50 "
Choppers.....	2 00 to 2 50 "

All outside labour 10 hours per day.

All carpenters to furnish their own chest tools.

All employes find themselves bed, board and lodging.

Boarding houses will be convenient along the line.

Board—\$4 per week.

It will not be compulsory for the employes to board in the Company's houses.

Wages will be paid monthly, on the 10th of each month.

A. ONDERDONK, General Manager

With respect to wages generally, it may be mentioned that in addition to the demand for labour on farms and in the collieries and fisheries, which exceeds the supply, there has been of late years a considerable extension of manufacturing industries of various kinds in the province, affording more or less employment to workmen. Though not on a large scale, comparatively, these industries are firmly established, and are doing a satisfactory business in relation to the requirements of the population. There are flour mills, biscuit factories, foundries, iron and brass works, boiler and machine shops, boat-builders, saw-mills, sash and door, furniture, piano, boot and shoe, glove, bookbinding, soap, match, cigar, candy, brush, brick and drain-pipe factories, with breweries and other industries.

The following are about the average wages at present, as they have appeared in official reports, or have been furnished on inquiries made lately:—

Collieries—

Carpenters and blacksmiths	\$3 00 to \$3 75 per day.
Labourers	2 00 to 2 50 "
Miners' earnings (contract work).....	3 00 to 4 00 "

Fisheries—

Fishermen	50 00 to 60 00 per mo.
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Other industries—

Stonecutters, stonemasons, and bricklayers.....	4 00 to 5 00 per day.
Their labourers	2 00 to 2 50 "
Plasterers	4 00 to 4 50 "
Carpenters and joiners	3 00 to 4 00 "
Ship carpenters and cauliers	4 00 to 4 50 "
Cabinet-makers and upholsterers	3 00 "
Painters	3 50 to 4 00 "
Shoemakers	2 00 to 3 00 "
Tailors	2 50 to 3 00 "
Tailoresses	1 00 to 1 50 "
Bakers (with board and lodging).....	65 00 per mo.
Butchers (cutters)	75 00 to 100 00 "
Slaughterers	75 00 "
Cigarmakers	2 50 to 4 00 per day.
Boys, as strippers, &c., from	2 00 to 5 00 per wk.
Printers	45 cents a 1000 ems.
Waggon-makers	3 50 to 4 00 per day.
Tinsmiths, plumbers and gasfitters.....	3 50 to 4 00 "
Machinists, moulders, pattern and boiler-makers, and blacksmiths	4 00 to 4 50 "
Longshoremen	50 cents an hour.
Wood-turners	3 00 per day.

It of course happens, occasionally, that certain kinds of skilled labour are in full supply both on the railway works and in the general industries of the country.

An ordinary unskilled labourer, such as one would employ to dig or cut fire-wood, receives \$1.50 a day; if he can lay claim to skill enough to qualify him to attend to a garden or an orchard, he readily commands \$2 or \$2.50 a day.

Farm servants, engaged by the month, are paid at wages from \$20 to \$40 per month, with board and lodging, according to the kind of work required of them, and the responsibility of their positions. A few Indians are employed in the seaboard districts, at \$15 to \$20 per month with board and lodging, by farmers who understand their character. In the interior, Indians are largely employed as herders and for general farm work. In Vancouver Island and the New Westminster district, it may be said that a dollar (4s. English) a day, with board and lodging, is the pay of the farm labourer. Higher wages are paid in the interior.

However strong and active a man may be, he cannot expect the highest wage until he knows his work and the ways of the country.

WOMEN SERVANTS.

Scarce; wages high; \$10 to \$12 per month for nurse girls; \$20 a month, with board, for general house servants, having some knowledge of cooking and being able to wash.

A considerable number of well-principled, competent women-servants can be employed in respectable families—those accustomed to country work are most wanted,—many men of good character and means are pining for wives in the country districts.

Chinawomen do not take servants' places. Chinamen are employed as cooks at \$15 to \$25 a month, with board. They cut fire-wood, light fires, clean boots, &c., but a good deal of the household work, nevertheless, falls on members of the family.

FAMILY MARKET REPORT.

The following are about the average prices in Victoria, the capital of the province:

BUTTER—Choice Island, 50 cents $\frac{1}{2}$ lb.; Island roll, 87 $\frac{1}{2}$ cents; New Grass Cal., 87 $\frac{1}{2}$ cents $\frac{1}{2}$ roll; White Clover, 62 $\frac{1}{2}$ cents.

CHEESE—Canadian 36 cents $\frac{1}{2}$ lb.; Cala., 25 cents; Eastern Cream, 30 cents; B.C., 25 cents.

EGGS—Fresh Island, 33 $\frac{1}{2}$ cents $\frac{1}{2}$ doz.; Puget Sound, 25 cents.

CORNMEAL—50 cents $\frac{1}{2}$ sack of 10 lbs.

OATMEAL—62 $\frac{1}{2}$ cents $\frac{1}{2}$ sack of 10 lbs.

FLOUR—Extra, \$6.75 $\frac{1}{2}$ brl.; \$1.75 $\frac{1}{2}$ sack; Super., \$5.75 $\frac{1}{2}$ brl.

WHEAT—2 $\frac{1}{2}$ cents $\frac{1}{2}$ lb.

BEANS—Lima, 8 cents $\frac{1}{2}$ lb.; Small White and Bayou, 6 cents.

SPLIT PEAS—12 $\frac{1}{2}$ cents $\frac{1}{2}$ lb.

VEGETABLES—Potatoes, 2 cents $\frac{1}{2}$ lb.; Onions, 4 cents $\frac{1}{2}$ lb.; Celery, 50 cents $\frac{1}{2}$ doz.; Carrots, 1 $\frac{1}{2}$ cents $\frac{1}{2}$ lb.; Rhubarb, 12 $\frac{1}{2}$ cents $\frac{1}{2}$ lb.; Cauliflower, 2 for 37 $\frac{1}{2}$ cents; Asparagus, 20 cents $\frac{1}{2}$ lb.; Turnips, 1 $\frac{1}{2}$ cents $\frac{1}{2}$ lb.; Cucumbers, \$1.50 $\frac{1}{2}$ doz.; Cabbage, 12 $\frac{1}{2}$ cents $\frac{1}{2}$ lb.

HAMS—Home cured, 25 cents $\frac{1}{2}$ lb.; Chicago, 25 cents; Oregon, 25 cents; Shoulders, 18 cents.

BACON—Breakfast, 23 @ 25 cents $\frac{1}{2}$ lb.

LARD—25 cents $\frac{1}{2}$ lb.

FISH—Cod, 6 cents; Salmon, 8 cents; Boneless Cod, 16 cents; Soles, 6 cents; Halibut, 8 cents $\frac{1}{2}$ lb.; Yarmouth Bloaters, 25 cents $\frac{1}{2}$ doz.; Salmon bellies, 3 for 50 cents; Herring, 3 cents; Flounder, 6 cents; Smoked Oolachan and Salmon, 12 $\frac{1}{2}$ cents; Smelt, 8 cents; Whiting, 7 cents; Shrimp, 25 cents; Salt Oolachan, 6 cents $\frac{1}{2}$ lb.; Crabs, 75 cents $\frac{1}{2}$ doz.; Smoked Herring, 12 $\frac{1}{2}$ cents; Salmon Trout, 8 cents $\frac{1}{2}$ lb.

CANNED SALMON—1 lb. tins, $\frac{1}{2}$ doz., \$2.

FRUIT—Lemons, 62 $\frac{1}{2}$ cents $\frac{1}{2}$ doz.; Oranges (blood), \$1 $\frac{1}{2}$ doz.; Limes, 25 cents $\frac{1}{2}$ doz.; Apples, 7 cents $\frac{1}{2}$ lb.; Cranberries, 75 cents $\frac{1}{2}$ gal.; Bananas, 62 $\frac{1}{2}$ cents $\frac{1}{2}$ doz.; Cocoanuts, 15 cents each.

CANDIED FRUITS—Lemon, 50 cents $\frac{1}{2}$ lb.; Mixed, 50 cents $\frac{1}{2}$ lb.

CURRENTS—Zante, 15 @ 16 cents $\frac{1}{2}$ lb.

RAISINS—English Layers, 33 $\frac{1}{2}$ cents $\frac{1}{2}$ lb.; Cala., 25 cents; Sultana, Valencia, and Eleme, 25 cents.

FIGS—New, 37 $\frac{1}{2}$ @ 50 cents $\frac{1}{2}$ lb.

MIXED SPICES—25 cents $\frac{1}{2}$ tin.

STARCH—\$1 $\frac{1}{2}$ 6 lb. box.

TEA AND COFFEE—Coffee, ground, 50 cents $\frac{1}{2}$ lb.; green, 28 cents $\frac{1}{2}$ lb. Tea, from 37 $\frac{1}{2}$ cents to \$1.25 $\frac{1}{2}$ lb.

SUGARS—Crushed or cube, 6 lb. for \$1; Granulated or No. 1, 7 lbs. for \$1; D. or No. 2, 8 lbs. for \$1.

NUTS—English Walnuts, 20 cents $\frac{1}{2}$ lb.; Cocoanuts, 12 $\frac{1}{2}$ cents each; Almonds—Paper shell, 37 $\frac{1}{2}$ cents; Jordan, 75 cents; Brazil, 37 $\frac{1}{2}$ cents; Chestnuts, 37 $\frac{1}{2}$ cents.

ROLLED SPICED BEEF—12 $\frac{1}{2}$ @ 18 cents $\frac{1}{2}$ lb.; Ox tongues, 75 cents each; Smoked tongues, \$1 each.

BEEF—Choice cuts, 15 @ 18 cents $\frac{1}{2}$ lb.; other cuts, 10 @ 12 $\frac{1}{2}$ cents; soup meat, 9 @ 10 cents.

MUTTON—Choice joints, 15 @ 18 cents $\frac{1}{2}$ lb.; stewing meat, 8 @ 12 cents.

PORK—15 @ 18 cents $\frac{1}{2}$ lb.

VEAL—15 @ 18 cents $\frac{1}{2}$ lb.

SAUSAGES—1 $\frac{1}{2}$ lb., 25 cents.

SUET—12 $\frac{1}{2}$ cents $\frac{1}{2}$ lb.

SUCKING PIGS—\$2.50 @ \$3 each.

DUCKS—Tame, \$1.25 each.
 CHICKENS—\$1 each.
 GESE—Tame, 25 cents $\frac{7}{8}$ lb.
 COAL OIL—\$2 $\frac{7}{8}$ tin; $\frac{7}{8}$ case, \$3.75.
 OYSTERS—75 cents $\frac{7}{8}$ quart; canned, 37 $\frac{1}{2}$ cents $\frac{7}{8}$ can.
 HAY—\$1.50 $\frac{7}{8}$ cwt.
 OATS—2 $\frac{1}{2}$ cents $\frac{7}{8}$ lb.
 MIDDINGS—2 $\frac{1}{2}$ cents $\frac{7}{8}$ lb.
 BRAN—1 $\frac{1}{2}$ cents $\frac{7}{8}$ lb.
 KIPPERED SALMON—12 $\frac{1}{2}$ cents $\frac{7}{8}$ lb.

At New Westminster prices are about the same. These two places and Nanaimo being the chief ports of entry, all articles of foreign production necessarily tend to become dearer in proportion to the distance of places from them, but, in the interior, meat is generally cheaper than on the seaboard.

CLOTHING.

It is unnecessary to bring much clothing to the province, as extra luggage is troublesome and expensive on the railway, and prices of clothing (which largely comes from Eastern Canada, free of duty), is only about 10 or 12 per cent. more than in England or Canada.

FURNITURE, BEDDING, AND UPHOLSTERY

Need not be brought. Furniture and bedding are made in the province at prices which prevent importations, say:—

Chairs, from 75 cents to \$1.25 each, &c.
 Bedsteads, \$3, \$4, \$6, \$8, &c.
 Tables, \$1.50 up.
 Extra dinner tables, from \$12 up.
 Mattresses, from \$1.50 up to \$30, according to quality.
 Carpets, tapestry, from 80 cents to \$1 per yard; Brussels, from \$1 to \$1.75 per yard.
 Bed-room sets, \$25, \$35, &c.

HOUSING.

Material for brick and stone houses plentiful. Bricks, at Victoria, cost \$8 to \$10 (32s. to 40s. English) per thousand at the kiln.

LUMBER.

Rough lumber has been sold at the mills at about \$10 a thousand for many years, but the price for local supplies has risen lately.

The present prices, at Victoria, are as follows:—

Rough lumber.....	\$14.00	} Per thousand feet (each 12 inches square and 1 inch thick).
Dressed, tongued and grooved..	25.00	
Dressed on both sides.....	27.50	
Cedar lumber.....	17.50	
Cedar, dressed.....	50.00	
Shingles, per thousand in number	3.50	

At New Westminster, the present prices are less than the above.

The cost of a house depends, of course, on size, material, and finishing. Three-roomed substantial cottage, say \$500 (£100 English). Rents of cottages and small houses vary from \$10 (£2 English) to \$25 (£5 English) per month, but the demand, generally, at present, exceeds the supply. Opportunities are frequently available to workmen for purchasing a building lot and erecting a cottage, to be paid for by easy instalments. In the country, rents are lower (but few houses to be let). For temporary accommodation, men often put up one-roomed houses. Country settlers, not near sawmills, can get logs, but there are accessible sawmills in most of the settled districts.

FUEL.

No difficulty about fuel. Wood is the common fuel, and farmers generally have a plentiful supply on their land. The price in the seaboard towns, and, also at Yale, ranges from \$3 to \$4 (12s. to 16s. English) per "cord" of fir fire-wood delivered. A cord is 8 feet long, 4 feet high, and 4 feet broad. The wood must be cut, after delivery, into suitable lengths for household use. This will cost about \$1.50 (6s. English) per cord, but many householders themselves cut it.

In the Mainland interior, wood fuel, if purchased, is dearer, but the railway will tend to equalize prices in portions of the country.

Coal is used, of course, at Nanaimo, and to some extent, increasingly, in households, in the cities of Victoria and New Westminster. It costs \$7.50 to \$8 (30s. to 32s. English) per ton of 2,000 lbs.

PRICES OF FARMING IMPLEMENTS, &c., IN VICTORIA.

Thrashing Machines.....	\$450 to \$850
Reapers.....	150
Mowers.....	100
Self-Binders.....	330
Ploughs.....	20 to 40
Harrows.....	20 to 35
Waggons, complete, with box and seat.....	130
Do. with brake.....	140
Do. running gear only.....	100 to 110

WHOLESALE PRICES CURRENT.

FARM PRODUCE (VICTORIA).

March 26th, 1884.

Wheat, $\frac{7}{8}$ cwt. (100 lbs).....	\$ 2 00 @ \$ 2 25
Oats, do.	1 75 @ 2 00
Barley, rough, $\frac{7}{8}$ cwt.....	1 75 @ 2 00
Peas, do.	2 00
Hay, do.	2 00
Timothy Seed, do.	14 00 @ 16 00
Potatoes, do.	1 25
Butter, $\frac{7}{8}$ lb.....	28 @ 30
Cheese, Maple Ridge, $\frac{7}{8}$ lb.....	18
Eggs, fresh Island, $\frac{7}{8}$ dozen.....	25 @ 37½
Eggs, Oregon, do.	25
Beef, dressed, $\frac{7}{8}$ cwt.....	11 50
Beef on foot, do. gross.....	5 00
Sheep, " do.	5 50
Mutton, dressed do.	12 50
Lambs, each.....	3 00 @ 4 00
Pigs, dressed, $\frac{7}{8}$ cwt.....	11 00 @ 14 00
Pigs, on foot, do.	6 50 @ 7 50
Veal, " do.	6 00
Hides, green, do.	7 00 @ 8 50
Hides, dry, do.	13 00 @ 18 00
Chickens, $\frac{7}{8}$ dozen.....	5 00 @ 7 50
Ducks, wild, $\frac{7}{8}$ dozen.....	5 00 @ 6 00
Ducks, tame, do.	9 00 @ 10 00
Turkeys, dressed, $\frac{7}{8}$ lb.....	30
Turkeys, live do.	17
Geese, each.....	1 50 @ 3 00

CLIMATE.

One of the greatest attractions of the province is its climate. It may be remarked, in the first place, that the climate of British Columbia in general, though the occurrence of high ranges of mountains has its ordinary effect upon the climate of particular districts, is much more temperate than the climate of any part of Canada lying east of the Rocky Mountains. Some of the probable causes of this superior climate may be mentioned. Behring's Straits, between America and Asia, are so narrow and shallow that not much of the icy Arctic current flows along the British Columbia coast, as it does, with chilling effect, past Labrador on the east of the Continent. The Rocky Mountains, in British Columbia, trending north-westerly, keep off the cold north winds. Other causes of the temperate climate are the existence of a warm ocean current in the Pacific Ocean which flows towards the coast, the fact that the prevalent warm south-westerly winds from that ocean blow over the country, and also the north and south direction of the principal valleys in the province, up which warm air from the south is indrawn.

On a complete view, the varieties of climate in the province may be named as follows:—The Coast, the Southern Interior, the Canadian, and the Arctic. The first variety—that of the Coast—with an equable climate and heavy rainfall, is characterised by luxuriance of vegetation, and especially of forest growth. The second variety, namely, that of the southern interior of the province, presents as its most striking feature a dryness of climate, and consequent tendency to resemble in its flora the interior basin of Utah and Nevada in the United States to the south. It may be said to extend northward from the southern boundary of the province to about the 51st parallel. In the northern part of the interior of the province, just such an assemblage of plants is found as may be seen in many parts of eastern Canada, though mingled with unfamiliar stragglers. This last named flora appears to run completely across the Continent north of the great plains, and characterises a region with moderately heavy rainfalls, summers not excessively warm, and cold winters. The arctic or alpine flora is that of the higher summits of the coast, Selkirk, Rocky, and other mountain ranges of British Columbia, where snow lies late in the summer.

The above are the several varieties of the British Columbian climate.

In Vancouver Island the climate is as mild and equable as that of Great Britain and very like it in many respects.

The winter weather, in ordinary seasons, is much the same as in the west of England; in the severer and exceptional seasons, it is like the winter weather of the Midland Counties of England, and of the east coast of Scotland. The spring is somewhat later and colder than in England; the summer drier, the sun more powerful, though the average mean temperature is about the same. What strikes an Englishman most about the climate of the above portions of the coast is its serenity, the absence of the biting east winds, and the less need than in England of an umbrella during the spring, summer, and the prolonged autumn. He notices also, with surprise and pleasure, the very important fact, that rainy weather here does not tend to depress the spirits as it does in England. The invigorating quality of the climate remains throughout the year.

His Excellency the Marquis of Lorne, who visited the province, with his wife, Her Royal Highness the Princess Louise, in 1882, and travelled in the interior, as well as along the sea-coast, remaining until the 6th December, described the climate as follows, in a speech at Victoria:—

"No words can be too strong to express the charm of this delightful land, where the climate, softer and more constant than that of the south of England, ensures, at all times of the year, a full enjoyment of the wonderful loveliness of nature around you.

"Agreeable as I think the steady and dry cold of an eastern winter is, yet there are very many who would undoubtedly prefer the temperature enjoyed by those who live west of the mountains. Even where it is coldest, spring comes in February, and the country is so divided into districts of greater dryness or greater moisture that a man may always choose whether to have a rainfall small or great."

The above remarks, descriptive of the coast climate in general, apply to the main land coast opposite to Vancouver Island as well as to Vancouver Island, but there are some small differences between the climates of the two localities, as might be expected in comparing a continental with an insular climate. The summer temperature of the

Lower Fraser Valley (New Westminster District), on the mainland opposite to Vancouver Island, is higher than in Vancouver Island, and it is not affected by the cold and chilling winds that occasionally blow over the southern portion of the Island from the snowy peaks of the Olympian range in American territory. Again, the winter of New Westminster district is less open, and slightly longer, than in the district near Victoria; it more resembles the winter farther north along the east coast of Vancouver Island. As upon the whole coast, there are occasionally in this district severe winters, or what are called severe in this part of the world. In most winters ice forms for a short time in the Fraser river. Commonly snow begins in January and goes in March, without lying continuously.

The climate of the interior of the mainland, more particularly of the southern portion of the interior plateau is, as has been said, very different from that of the coast. The air in the interior is drier owing to the precipitation from the prevalent moisture-bearing south-westerly winds which occurs at these mountain ranges. The characteristic coast plants give place gradually, 30 or 40 miles above Yale, to those requiring less moisture. The trees are different, less in size and scattered. The climate of this interior part of the province varies of course with the irregular surface of the country, but as compared generally with that of the coast, it may be described as a climate of extremes. The mean annual temperature of the southern part of the interior differs little from that of the coast region, but a greater difference is observed between the mean summer and winter temperatures, and a still greater contrast when the extremes of heat and cold are compared.

The peculiar dry climate of the southern interior of the province is most observable on the plateau already mentioned, but it may be said to extend easterly to the Rocky Mountains with many local modifications of rainfall, snowfall, and coldness caused by irregularities of the surface and varying altitudes. It gives rise to the celebrated bunch grass stock region of the interior.

The climate of the interior changes considerably as we go northward. The great interior plateau has a higher elevation, and the belt of latitude from the Rocky to the Coast range includes the Cariboo and other masses of mountains. The summers are still warm except at great heights. But the rainfall generally, over much of the surface, increases in amount and the forest covering becomes more dense. There is more snow, and the winters are longer.

AGRICULTURAL AND PASTORAL AREAS.

VANCOUVER ISLAND.

On the west coast of Vancouver Island little arable land is found. The principal settlements are upon the south and east coasts, where the soil is exceedingly fertile and the climate enjoyable and favourable to agriculture and fruit growing. A margin of comparatively low land, varying from two to ten miles in breadth, stretches between the foot of the mountain slopes and the southern and eastern coast lines. The northern end of the island also is low. The streams are bordered, in some instances for considerable distances farther inland, by narrow flats. The above low land, which is chiefly along the eastern coast, south from Seymour Narrows, has a rolling surface with no elevations rising to a greater height than 800 or 1,000 feet. In many parts it is comparatively level. The hills are craggy, but often present patches of thin soil, covered with fine short, but thick, grass, excellent for pasturage. The country is wooded, but with many grassy prairies or little parks studded with clumps of trees, or with single trees, and frequently adorned with bosses of rock.

The soil varies considerably. The cultivable land is chiefly that which is covered with drift deposits of clay and sand, and lies at no great elevation above the sea. The sandy gravels prevail on the higher levels, and produce large timber and coarse grass. The clay occurs generally as a retentive subsoil on the open undulating grounds, and in hollows and swampy bottoms. Over these sands, gravels, and clays, sometimes graduating downwards to them, elsewhere separated by a rather sharp line from them, there is found, for the most part, a brownish-black surface soil two feet to four feet in thickness, apparently containing a large proportion of vegetable matter. Rich loams occur in many places, particularly in the Cowichan and Comox districts, in the neighbourhood of the limestone rocks. Alluvial deposits are not extensive in Vancouver Island—the streams being short water-courses.

RAILWAY LAND GRANT ON THE EAST COAST OF VANCOUVER ISLAND.

In order to assist in the construction of the Esquimalt and Nanaimo Railway, a grant has been made by the Government to a railway company, of an area of land on the east coast of Vancouver Island, bounded as follows:—On the South by a straight line drawn from the head of Saanich Inlet to Muir Creek on the Straits of Fuca; on the West by a straight line drawn from Muir Creek to Crown Mountain; on the North by a straight line drawn from Crown Mountain to Seymour Narrows; and on the East by the coast line of Vancouver Island to the point of commencement, and including all coal, coal oil, ores, stones, clay, marble, slate, mines, minerals, and substances. There is excepted out of the above tract the portion of land lying to the northward of a line running east and west half-way between the mouth of Courtenay River (Comox district) and Seymour Narrows, less lieu lands which the company have to get in this excepted tract for the lands that have been alienated already within the limits of the above grant.

Bona fide squatters who have continuously occupied and improved any of the above lands for one year, prior to 1st January, 1883, are entitled to a grant of the freehold of the surface rights, to the extent of 160 acres to each squatter, at the rate of \$1.00 per acre.

The whole land grant to the railway company, except as to the coals and other minerals and timber for milling purposes, is open for four years from 19th December, 1883, to actual settlers for agricultural purposes, at the rate of \$1 per acre, and the Government of the province will issue pre-emption records for 160 acres to each such actual settler.

NEW WESTMINSTER DISTRICT.

The rich valley of the Lower Fraser, or New Westminster District is the largest compact agricultural district in the province. It is on the mainland shore, opposite the South-Eastern portion of Vancouver Island. The surface of the whole valley is low, little above the sea level.

The New Westminster district is the only large mass of choice agricultural land, anywhere on the mainland of the North Pacific slope, that lies actually upon the ocean with a shipping port in its midst. A navigable river cuts it through, which is sheltered at its mouth. The Canadian Pacific Railway, as already said, runs through the district. The river is full of salmon and other food fish, and the district abounds with game. The climate, though somewhat humid in parts, has neither the wetness of Western Oregon, nor the withering dryness of some of the large Californian valleys. There is no ague. Some parts of the district are heavily wooded with Douglas fir, Menzies fir, giant cedar, western hemlock, red alder, balsam poplar, birch, large leafed maple, but there are large areas of open land in different places, caused, perhaps, partly by the repeated action of fires, and the occurrence of floods.

The New Westminster district probably rests over nearly its whole extent on soft tertiary formations. The soil in general, in the sea-shore municipalities, is composed of very modern delta deposit—deep black earth, with, for the most part, a clay subsoil. There are large tracts of alluvial soil further up the Fraser, and along some of its more important tributaries, such as Pitt River, Sumass River, &c. Clay loams occur in parts, and also light sandy loams—the latter chiefly up river. These soils are almost uniformly fertile, though some of them, no doubt, would be more easily exhausted than others. The finest crops may be seen in all of the district.

The delta lands and the clay loams can hardly be equalled for strength and richness. Very great yields are realized with comparatively careless cultivation. Fruit grows well.

INTERIOR OF MAINLAND.

The surface of the bunch grass region of the interior is a combination of long narrow river-valleys, with terraces, knolls, hills, and slopes, rising to mountains of consider-

able altitude. The undulating surface and the rolling, lightly wooded hills, crossing and recrossing, make it a picturesque region.

The valleys are in general narrow, with here and there low flats. Back from the rivers are the benches or terraces, and numerous hills of all sizes rising above the extensive slopes. Scattered over these here and there, lying apparently the gravelly opens, and so far apart as in no way to interfere with the free travel in all directions, is the peculiar tree of the district, commonly called red pine (*Pinus Ponderosa*)—a tree well known to botanists, and which it is needless here to describe.

Over very considerable areas, far exceeding in the aggregate the arable areas of the coast region, the interior is, in parts, a farming country up to 2,500 or 3,000 feet, so far as the soil is concerned, and the soil has been proved to be as fertile as the best on the coast. The climate, however, is so dry in the summer, that irrigation is necessary. Cultivation is restricted, as a rule, to the valleys and terraces. The soils consist commonly of mixtures of clay and sand, varying with the character of the local formation, and of white silty deposits. They everywhere yield extraordinary crops of all the cereals, vegetables, and roots, when favourably situated. The climate is much hotter in summer than the climate of the coast region. Tomatoes, melons, and cucumbers thrive in the open air in many parts. Very fine fruit can be grown. Fruit growing, no doubt, as soon as there is an external market, will be one of the principal industries both in this and other parts of the province. The higher plateaus of the interior are not cultivated, and there is some danger of summer frosts, owing to their height.

As regards pasture, the interior, as a whole, is, in the opinion of experienced stock raisers, not only the most remarkable grass region on the Pacific slope, but, probably, is unequalled on the continent. Even the Alpine pasturage is very nutritive in the summer months. The grass-fed beef and mutton are of the finest quality. Horses and all animals not only thrive, but have a peculiar vigour.

The portion of the southern interior in the Columbia and Kootenay region, resembles in climate, and in many other respects, the portion of the more westerly southern interior between the Columbia and Fraser rivers.

In the northern part of the interior plateau of British Columbia, there is an extensive low country which, from the resemblance of much of it to parts of Scotland, was called, formerly, New Caledonia by the Scotch officers of the Hudson's Bay Company. It lies chiefly north of the 51st parallel and west of the Fraser river, in the basin of the Nechaco and other tributaries. The soil is almost uniformly good, but it is generally densely wooded with western scrub pine and other trees. Until much of the timber is cleared off, the climate may not be found entirely suitable for arable purposes. Owing to its distance at present from communications, this region is not likely to be occupied for these purposes soon. The prevailing grasses are not of the bunch-grass species, but, chiefly, red top and blue joint, with pea-vine on the slopes of hills having a southern aspect.

East of the Rocky Mountains, but within the province, in its north-east angle, there is a valuable agricultural region, the general surface about 2,000 feet above the sea; the climate good; soil of rich silty character. The characteristics are those of the Peace River country in general, with a more undulating surface than the portion of that region lying east of the British Columbian boundary. The valleys are wide depressions with gentle slopes, and the plateau usually is a widely extended terrace level. The district is well watered. As a rule the surface is wooded, for the most part with second growth wood, which consists of poplar, birch and spruce, but much of the district can be easily cleared, and there are open spaces.

Under arrangements connected with the construction of the Canadian Pacific Railway and other matters between the Provincial and Dominion Governments, Canada has acquired 3½ millions of acres of land in this Peace River district of British Columbia, in one rectangular block. This tract, which probably will be defined soon, will be disposed of under the land regulations of the Dominion Government through their agent in the Province. It is at present somewhat remote for settlement.

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A GENERAL VIEW OF THE AGRICULTURAL RESOURCES.

DR. DAWSON'S EVIDENCE.

The parts of British Columbia best suited to agriculture have been indicated in other portions of this pamphlet. But in view of the great importance of this subject, it is considered better to give the views of Dr. Dawson, who has worked in that Province, in connection with the Geological Survey of Canada, for the greater part of five years—a length of experience which gives value to his intelligent observations. The information we quote was furnished by that gentleman to a committee of the Canadian Parliament. He said:—"British Columbia is naturally divided into two very distinct parts agriculturally by the mountains which form the coast range. The interior region has a climate of extremes, and the southern part is very dry. The coast region has a mild, equable climate. British Columbia must, however, be considered throughout as a mountainous country, that is, the amount of arable land, compared to the whole surface, is comparatively small. I do not say this to the disadvantage of British Columbia, as it must be remembered that other countries, known to be very productive, are similarly situated. In California, for instance, it has been estimated that only one-fifteenth of the State is flat land, not mountainous, and only a part of it cultivable. The southern part of the interior of British Columbia, east of the Fraser River, is the district which has so far attracted most attention agriculturally. The cultivation is restricted as a rule to the valleys, which are wide, trough-like, and cut through the surface of the plateau, and the climate is so dry in summer that irrigation is necessary. This is, however, generally easy, on account of the number of streams running from the higher plateaux and mountains, and with irrigation very fine crops are produced. The higher plateaux are not cultivated, owing to their altitude, and the fact that summer frosts occur. These higher plateaux, however, are largely covered with bunch-grass, and form those renowned stock-raising regions which have given the south of British Columbia such importance in that respect. Thus, the mere area of agricultural lands does not give the full measure of the capacity of the country for maintaining an agricultural and stock-raising population. A man with a comparatively small farm in these valleys has large herds of stock, which roam over the hills and sustain themselves on the natural grasses. The whole area of agricultural lands east of Fraser River in southern British Columbia I have estimated at something under 1,000 square miles, of which about 500 square miles probably may be easily utilised." The character of the soil is almost uniformly very fertile in these valleys. The climate in summer is very dry and warm. It is one of extremes; in winter the cold is considerable; but the cattle still winter out very well, and live all the year round on the natural grasses."

FARMING AND GRAZING CAPABILITIES.

Being asked by Mr. Baker, M.P., to describe the nature and extent of the farm lands on the Fraser, Kootenay and Okanagan districts, Dr. Dawson said:—"I do not know that any precise estimate has been made of the farming land about the estuary of the Fraser, but there is a great deal of flat land there, partly prairie land which has to be dyked to prevent the overflows of the river, and make it useful for agriculture. In 1877, Mr. Dewdney informed me that about 400,000 acres had already been surveyed into townships, of which he estimated about 230,000 as prairie or lightly wooded. To this may be added 10,000 to 15,000 acres, representing good land near the Fraser, between Chilakyewak and Hope. I included the Kootenay and Okanagan country in the general estimate for the southern interior. There is a beautiful tract on Okanagan Lake, about the Mission, which is already pretty thickly settled, and has many good farms. Then, on the Spallumsheen, between Okanagan and Shuswap Lake, there is much fine land in a very wide valley, and irrigation here is not necessary. It is easily accessible by water from Kamloops."

Dr. Dawson said in this connection that the farm and stock-raising capabilities of these localities had been very little developed, owing to its being almost impossible to take produce to market, but all that would be changed on the completion of the Canadian Pacific Railway. He added:—"I cannot speak too highly of the grasses and grazing land of the southern part of British Columbia. They are not excelled if they are even equalled by any grazing land I know."

He further explained that horses and cattle could be driven across the passes of the mountains into the North-West Territory.

With regard to the northern portions of the province, Dr. Dawson stated:—"In the northern part of the interior plateau, there is another extensive low country, which I have estimated the area of at about 1,230 square miles. The soil of this is almost uniformly good; but, being to a great extent covered with trees, it cannot be utilised so readily for agricultural purposes, and it lies besides, off the proposed route of the railway, and is not likely to be opened up for some time. Still it is a country which I have every reason to believe will be eventually occupied by an agricultural population. It lies chiefly north of the 51st parallel, and west of the Fraser River in the basin of the Nechacco and its tributaries. The coast region is, of course, not liable to any of those difficulties of drought or occasional summer frost, that some of the higher regions of the interior are exposed to. The climate is exceedingly mild, and in the aggregate there is a large quantity of agricultural land. On the Island of Vancouver, Mr. T. Hunter, who prepared a report on this subject for the C. P. Railway report of 1880, estimated that there are 389,000 acres of agricultural land, of which about 300,000 acres are well suited for agriculture; of this, only about 10,000 are cultivated, but a great portion of the flat country which is suitable for agriculture in Vancouver, is very densely covered with forests, and, owing to the high price of labour at the present time, and comparatively small number of people in the country, it is not yet economically advantageous to clear these forests or bring these lands under cultivation."

"On the Queen Charlotte Islands there are some 700,000 acres of low land on the north-east coast, a great part of which may eventually be brought under tillage, but it is also covered densely with forests at present, of very fine trees, and its immediate value is as a timber producing region.

"At the mouth of the Fraser River the flat land probably amounts to more than the whole in the Island of Vancouver, and some of it is of very excellent quality. Generally, the soils of British Columbia, where they are cultivated at all, are exceedingly fertile, and the crops produced on the mainland and on Vancouver Island are very large. Wheat, as an example, averages 30 to 40 bushels an acre on land at all well cultivated."

PEACE RIVER DISTRICT OF BRITISH COLUMBIA.

ITS GREAT IMPORTANCE.

There is a considerable portion of what may be termed the agricultural land of British Columbia, lying east of the Rocky Mountains, which is described with force and clearness in the evidence of Dr. Dawson, and therefore his words are again quoted:—"The eastern boundary of British Columbia follows the 120th meridian from the 60th parallel southward till that meridian strikes the Rocky Mountains, and a large triangular portion of British Columbia thus lies east of the Rocky Mountains. The part of the Peace River basin that is of considerable agricultural value, and is included in British Columbia, I estimated at between 5,000 and 6,000 square miles."

"The part of the Peace River country," Dr. Dawson continued, "of which I am able, from personal knowledge to speak, is that lying south of the 57th parallel of latitude and reaching to the Athabasca River, and has an approximate area of 31,558 square miles. The Peace River country, I should state, is naturally separated from the Upper Saskatchewan country by a band of poor land along the Athabasca. The average elevation of this region is about 2,000 feet above the sea, or a little more than that. The soil is a very fine silt, which, where it is best, very much resembles that of the Red River valley, and is quite different from most of the soil intervening between the Red River and the Peace River country. The fertility of the soil, owing to the small attempts yet made at cultivation in that district, is chiefly evidenced by the extraordinary luxuriance of the natural vegetation found upon it. In general, the Peace River country is more or less densely wooded, but there are considerable areas of prairie land also. West of the Smoky River I have estimated that the areas aggregate 3,000 miles, or 1,920,000 acres. One of the largest prairies—Grand Prairie, south of Dunvegan Pass, has an area of 230,000 acres nearly all prairie, with a few scattered groves of trees. The soil is magnificent; it is watered by beautiful streams, and is altogether one of the most attractive countries in a state of nature I have ever seen.

The rest of the tract of 31,550 square miles, which, from its flat character, and low elevation, constitutes the arable region, is, as a rule, wooded, and for the most part with second growth wood, which consists of poplar, birch and spruce. Taking this area again, and deducting all the known districts which contain poor soil, and 20 per cent. besides to cover other areas which could not be cultivated, it leaves an area of the Peace River valley, with soil suited to agriculture, of 23,500 square miles."

Dr. Dawson was here asked whether these remarks referred wholly or in part to British Columbia, and answered:—"I have spoken of the whole district, because that part in British Columbia—between 5,000 and 6,000 square miles of agricultural land is similar. I speak only of that part of the Peace River country south of the 57th parallel. I do not refer to that to the north, because I have never been there myself and could only speak of it from report. To give some idea of the value of the region as an agricultural country, taking the area I have given, and supposing as a measure of its capacity—merely, of course, as an empirical supposition for the purpose of estimating its value—that the whole were sown in wheat, at twenty bushels to the acre, it would produce over 470,000,000 bushels of wheat annually. I believe that the whole of this area will eventually be cultivated. I am not quite sure that over every part of it wheat will ripen and be a sure crop, but as far as we can judge of the climate, it is as good as, or better than that of Edmonton on the Saskatchewan River; and where wheat has been tried in the Peace River district, as a matter of fact, it succeeds, as well as other crops, such as oats and barley. We have, therefore, every reason to believe that over the greater part of this area wheat will be a satisfactory and sure crop. If only the estimated prairie area be taken as immediately susceptible of cultivation, its yield, at the rate above estimated, would be 38,400,000 bushels."

Dr. Dawson stated that summer frosts, which sometimes occur in this region, were not sufficiently intense to prevent the ripening of wheat and other grains. This he said was a fact within his own knowledge. He was asked whether the season in which he was there was not more favourable than usual; on the contrary, he said, it was an unusually severe season, but yet the frost did not affect the wheat crop. He added:—"I collected excellent specimens of wheat from the Hudson's Bay Post. In fact, the crops this year were later than usual, on account of a period of wet weather just before harvest, which delayed the ripening of the grain."

He further stated that "wheat thrives at Lesser Slave Lake Post. I saw barley ripe, with fine heads, grown by the Cree Indians at Sturgeon Lake, on the plateau, and at Fort St. John, further up the Peace River and considerably nearer the mountains; barley and oats are known to have been ripe on August 12th in 1875, though at the same place in 1879 wheat was a failure. Fort St. John is near the western edge of the country I consider of agricultural value. Of course, it is very desirable to have further experiments in a few chosen localities—chosen as being the most unfavourable—to show the best and worst that can be said of the country."

The very great importance of the facts stated by Dr. Dawson can scarcely be over-estimated in relation to the trade and settlement both of British Columbia and those of the Dominion at large.

The evidence of Prof. Macoun, the botanist of the Pacific Railway survey, is precisely to the same effect as that of Dr. Dawson with regard to the agricultural capabilities of British Columbia, if his testimony be not, in fact, even warmer in its estimation. He says, "I consider nearly all the Peace River section (including the portion in British Columbia) to be well suited for raising cereals of all kinds, and two-thirds of it fit for wheat. The soil is as good as in any part of Manitoba, and the climate if anything milder." "All my observations tended to show that the whole Peace River country was just as capable of successful settlement as Manitoba. The soil seemed to be richer—the country contains more wood—there are no saline marshes or lakes—the water is all good—there are no summer frosts—the spring is just as early and the winter sets in no sooner." "British Columbia is the garden of the Dominion." "The soil in the valleys (of British Columbia) is *always* good."

PROVINCIAL GOVERNMENT LANDS.

Crown lands in British Columbia are classified as either surveyed or unsurveyed lands, and may be acquired either by record and pre-emption, or by purchase.

PRE-EMPTIONS.

The following persons may record or pre-empt Crown lands, viz.: Any person being the head of a family, a widow, or a single man over 18 years of age, being a British subject, may record surveyed or unsurveyed Crown lands which are unoccupied, or unreserved, and unrecorded.

Aliens may also record such surveyed or unsurveyed lands, on making a declaration of intention to become a British subject.

The quantity of land which may be recorded or pre-empted is not to exceed 320 acres northward and eastward of the Cascade or Coast Mountains, or 160 acres in the rest of the province.

No person can hold more than one pre-emption claim at a time. Prior record or pre-emption of one claim, and all rights under it, are forfeited by subsequent record or pre-emption of another claim.

Land recorded or pre-empted cannot be transferred or conveyed till after a Crown grant has been issued.

Such land, until the Crown grant is issued, is held by occupation. Such occupation must be a bona fide personal residence of the settler or homestead settler, or his family or agent. Indians or Chinese cannot be agents.

The settler must enter into occupation of the land within thirty days after recording, and must continue to occupy it.

Continuous absence for a longer period than two months consecutively, of the settler or homestead settler, and his agent or family, is deemed cessation of occupation; but leave of absence may be granted not exceeding four months in any one year, inclusive of the two months' absence.

Land is considered abandoned if unoccupied for more than four months in the aggregate in one year, or for more than two months consecutively.

If so abandoned, the land becomes waste land of the Crown, without any cancellation of the record.

The fee on recording is two dollars.

The settler may either have the land surveyed at his own instance. (subject to rectification of boundaries), or wait till the Chief Commissioner causes it to be surveyed.

After survey has been made, upon proof, by declaration in writing of himself and two other persons, of occupation from date of pre-emption, and of having made permanent improvements on the land to the value of two dollars and fifty cents per acre, the settler, on producing the pre-emption certificate, obtains a certificate of improvement.

After obtaining the certificate of improvement and paying for the land, the settler is entitled to a Crown grant in fee simple. He pays five dollars therefor.

PAYMENT FOR LAND AND CROWN GRANT.

The price of Crown lands pre-empted, is *one dollar* per acre, which must be paid in *four equal instalments*, as follows—First instalment, two years from date of record or pre-emption, and each other instalment yearly thereafter, until the full amount is paid. But the last instalment is not payable till after the survey.

The Crown grant excludes gold and silver ore, and reserves to the Crown a royalty of five cents per ton on every ton of merchantable coal raised or gotten from the land, not including dross or fine slack.

No Crown grant can be issued to an alien who may have recorded or pre-empted by virtue of his declaring his intention to become a British subject, unless he has become naturalized.

The heirs or devisees of the homestead settler are, if resident in the province, entitled to the Crown grant, on his decease.

If they are absent from the province at the time of his death, the Chief Commissioner may dispose of the pre-emption, and make such provision for the person entitled thereto, as he may deem just.

PRE-EMPTIONS FOR PARTNERSHIP PURPOSES.

Partners, not exceeding four, may pre-empt, as a firm, 160 acres, west of the Cascades, to each partner, and 320 acres, east of the Cascades, to each partner.

Each partner must represent his interest in the firm by actual residence on the land, of himself or agent. But each partner, or his agent, need not reside on his particular pre-emption.

The partners, or their agents, may reside together on one homestead, if the homestead be situated on any part of the partnership pre-emption.

For obtaining a certificate of improvement, it is sufficient to show that improvements have been made on some portion of the claim, amounting, in the aggregate, to two dollars and fifty cents per acre on the whole land.

MILITARY AND NAVAL SETTLERS.

Military and Naval officers, of 7 years' service, may acquire free grants of land, under the "Military and Naval Settlers' Act, 1863."

FREE GRANTS FOR IMMIGRATION.

The Lieutenant-Governor in Council may, subject to such provisions and restrictions as he may deem advisable, make special free, or partially free, grants of unoccupied or unappropriated lands, for the encouragement of immigration, or other purposes of public advantage.

FOR DRAINAGE AND DYKING.

The Lieutenant-Governor in Council may sell any vacant lands, or make free grants thereof, to any person or company, for the purpose of dyking, draining, or irrigating the same, subject to such regulations as he may think fit.

SALE OF SURVEYED LANDS.

Vacant surveyed lands, which are not the sites of towns or the suburbs thereof, and not Indian settlements, may be purchased at the rate of two dollars and fifty cents per acre. Surveyed lands purchased under the provisions of this section must be paid for in full at the time of the purchase thereof.

SALE OF UNSURVEYED LANDS.

The applicant to purchase unsurveyed Crown lands, after staking, posting, &c., must give two months' notice of his intended application in the Government Gazette, and in any newspaper circulating in the district where the land is situate.

He must also have the land surveyed at his own expense, by a surveyor approved of and acting under the instructions of the Chief Commissioner.

The price is *two dollars and fifty cents* per acre, to be paid as follows:—10 per cent. at the time of application, and 90 per cent. on completion and acceptance of survey.

The quantity of land must be not less than 160 acres, nor more than 640 acres. The purchase must be completed within six months from date of application.

WATER RIGHTS.

Landholders may divert, for agricultural or other purposes, the required quantity of unrecorded and unappropriated water from the natural channel of any stream, lake, &c., adjacent to or passing through their land, upon obtaining the written authority of the Commissioner.

HOMESTEAD ACT.

The farm and buildings, when registered, cannot be taken for debt incurred after the registration; it is free from seizure up to a value not greater than 2,500 dollars (£500 English), goods and chattels are also free up to 500 dollars (£100 English); cattle "farmed on shares" are also protected by an Exemption Act.

TITLES.

The "Daily News," an Oregon newspaper, said lately:—"Emigrants that come here are extremely wary in looking after the titles of the property they desire to purchase. This vigilance and caution are probably owing more or less to the fact that the Territorial laws yet obtain on our borders."

In British Columbia no difficulty of this kind exists. Titles are secure.

DOMINION GOVERNMENT RAILWAY LANDS ALONG THE CANADIAN PACIFIC RAILWAY WITHIN BRITISH COLUMBIA.

This land grant begins at the sea-board, runs through the New Westminster district and up the Fraser valley to Lytton; thence it runs up the Thompson River valley past Kamloops and through Eagle Pass across the northern part of Kootenay district to the eastern frontier of British Columbia. The Dominion Government has agreed with the Provincial Government that the land in this tract shall, with all convenient speed, be offered for sale on liberal terms to actual settlers. Homestead entries for surveyed agricultural lands will be granted on the easy terms of the "Dominion Lands Act, 1883," but not for timber or hay lands, or lands containing minerals or good building material, or which may be required for railway or general public purposes. The privilege of pre-empting land adjoining land held by Homestead Right will not be granted.

FOREST TREES.

There is no want of trees anywhere in British Columbia for the use of the settler, the miner, and for local purposes generally, though the arid southern interior might be better supplied on its low grounds. The conifers cover a vast extent of the province. The following is a list of the principal trees:—

Douglas Spruce (*Douglas Pine*, *Douglas Fir*, or commercially *Oregon Pine*), very valuable tree. *Western Hemlock*, large—found on coast and on Columbia River. *Engelmann's Spruce*—eastern part of province and interior plateau. *Menzies Spruce*, very large, mostly on coast. *Great Silver Fir*, coast tree of great size. *Balsam Spruce*, abounds in Gold and Selkirk ranges, and east of McLeod's Lake. *Williamson's Alpine Hemlock*, too scarce and too high up to be of much use. *Red Pine*, (*Yellow Pine* or *Pitch Pine*), a variety of the heavy yellow pine of California and Oregon; very handsome; 4 feet diameter; common in drier parts of interior. *White Pine* (*Mountain Pine*), Columbia region—Shuswap and Adams' Lakes—also interior of Vancouver Island. *White-barked Pine*, small. *Western Cedar* (*Giant Cedar* or *Red Cedar*), wood pale, yellowish or reddish colour; very durable; often found 100 to 150 feet high, and 15 feet thick. *Yellow Cypress* (*Yellow Cedar*), mainland coast, Vancouver and Queen Charlotte Islands. *Western Larch* (*Tamarac*), Rocky Mountains, Selkirk and Gold ranges, west to Shuswap Lake; large tree, yielding a strong, coarse, durable wood. *Maple*, valuable hardwood; Vancouver and adjacent islands, Queen Charlotte Island and the Mainland coast, up to 55°, attains a diameter of 4 feet. *Vine Maple*, very strong, tough white wood; confined to coast. *Yew*, Vancouver and opposite mainland shores; very tough and hard, and of a beautiful rose colour. *Crab-apple*, along all the coasts; wood very hard; takes good polish and withstands great wear. *Alder*, two feet thick, on the Lower Fraser, and along coast; good furniture wood. *Western Birch* (*Paper* or *Canoe Birch*), Columbia region, Upper Fraser, Peace River; range and value not much known. *Oak*, Vancouver Island; 70 feet in height, 3 feet in diameter. *Dogwood*, Vancouver and coast opposite. *Arbutus*, close grained, heavy, resembling box; reaches 50 feet in height, and 20 inches in dia-

meter; found on Vancouver and neighbouring islands. *Aspen Poplar*, abounds over the whole interior, reaching a thickness of two feet. Three other varieties of poplars are found, commonly included under the name of *Cottonwood*. One does not extend above Yale, and is the same wood largely used in Puget Sound to make staves for sugar barrels for San Francisco. The other two kinds occur in valleys in the interior. *Mountain Ash*, in the interior. *Juniper* (*Red Cedar* or *Pencil Cedar*), east coast of Vancouver, and along the shores of Kamloops and other lakes in interior.

The economic value of all these trees is, as yet, imperfectly known. The large saw-mills on the coast cut the Douglas spruce largely for the markets of Australia, South America, China, &c. It will be sent by railway from the Columbia River to the North-West territory as soon as the railway is finished. It grows in quantity near the coast, close to the waters of the bays and inlets. There it frequently exceeds eight feet in diameter, at a considerable height, and reaches 200 to 300 feet in length, forming prodigious, dark forests. Abounds on mainland coast, as far north as about the north end of Vancouver Island; also in Vancouver Island, but not on Queen Charlotte Island. In the arid southern interior of the province grows on the higher uplands, and here and there, in groves, on low lands, where the temperature, rainfall, &c., are suitable. Occurs abundantly on the Columbia River, and is scattered irregularly in northern portions of the interior. The timber is straight, though coarse-grained, exceedingly tough, rigid, and bears great transverse strain. For lumber of all sizes, and planks it is in great demand. Few woods equal it for frames, bridges, ties, and strong work generally, and for shipbuilding. Its length, straightness and strength especially fit it for masts and spars. Masts specially ordered have been shipped, 130 feet long and 42 inches, octagonally hewn. The section of a British Columbia Douglas spruce in the grounds of the Parliament Buildings, Ottawa, is 8 feet 4 inches in diameter. The tree was 305 feet high. The tall flag-pole in the Botanical gardens, Kew, near London, England, is a young Douglas spruce.

The White Pine of British Columbia is of similar quality to the White Pine of Eastern Canada. The Red Pine (Yellow or Pitch Pine),—*Pinus Ponderosa*,—is a large tree that makes good lumber. The same may be said of the Western Larch or Tamarac, which, together with the above named trees and Cedar, is very abundant in the southeastern part of the province. The great stores of forest wealth of British Columbia must in the near future lead to the opening up of industries and a great trade. The centres for export will be upon the coast (where large mills already exist) and on the Columbia River, in the Kootenay district.

TIMBER LICENSES.

Unlicensed persons, except for farm and mining purposes, &c., are not permitted to cut trees on Crown lands. A timber license may be granted for 1,000 acres for four years on payment of \$10 annually, and 15 cents for each tree (except hemlock) felled, payable half yearly. No person can hold more than one license at the same time, and it is not transferable. Millowners cannot saw logs taken from Crown lands (in which are included lands leased at less than ten cents an acre) until the timber dues of twenty cents per thousand feet board measure are paid.

FISHERIES.

The whole of the seas, gulfs, bays, rivers and lakes of the province swarm with prodigious numbers of fine food-fishes. Besides salmon and herrings, there are immense quantities of cod, including the common and the black cod, bass, flounder, skate, sole, halibut, sardines, smelt, and the delicious candle-fish or oolachan. Sturgeon, sometimes exceeding 1,000 lbs. in weight, are found at the entrance of rivers, also in their upper courses and in the larger lakes. The coast abounds with oysters, a very large and excellent cray-fish, crabs, mussels, and other shell-fish, excepting, however, lobsters, while the thousand lakes with which the interior is studded, possess trout, pike, perch, eels, and a very fine white-fish. Whales, also fishes of the shark species yielding oil, are numerous. The capture of the valuable fur-seal is an important industry.

Abstract from Official return of statistics relating to the Fisheries of British Columbia for the year 1883.

Total value of yield, as per return list.....	\$1,603,145 42
Estimated consumption by Indian population, as per computation previously supplied.....	4,885,000 00
Total.....	\$6,488,145 42
Valuation of vessels engaged in the fisheries, last years, nets, &c.	\$253,245 00
Valuation of canneries, oil stations, and other plant.....	515,245 00
Total.....	\$768,245 00

Engaged in the fisheries last year:—

Sailors.....	70	
Fishermen.....	2,638	} 2,934
Native hunters with sealing fleet.....	296	
Shoremen.....		2,136
Total.....		5,140

The fish which are at present most important in British Columbia are the salmon. Those of the Fraser River are justly famous. They make their way up the river for over 600 miles. The silver salmon begin to arrive in March, or early in April, and last till the end of June. The average weight is from four to twenty-five pounds, but they have been caught weighing over seventy. The second kind are caught from June to August, and are considered the finest. The average size is only five to six pounds. The third, coming in August, average seven pounds, and are an excellent fish. The humpback salmon comes every second year, lasting from August till winter, weighing from six to fourteen pounds. The hookbill arrives in September and remains till winter, its weight ranges from twelve to forty-five pounds.

The range of the North Pacific salmon is wider than that of the Western Atlantic salmon. Some of them range from California to Northern China. Salmon of the same species differ markedly in quality in the different rivers of the North-West, but it cannot be said that the salmon of any one of the large rivers, taken altogether, are specially superior. The average quality is about the same.

The trade hitherto has been in canned and salted salmon, but fresh salmon, frozen, have been sent, by way of trial, to Eastern Canadian markets, and no doubt exists that this will grow to an immense trade, in other fish as well, as soon as the Canadian Pacific Railway is finished.

The oolachan is a valuable delicate fish about seven or eight inches long, which comes to the shore in spring. It enters Fraser River in May in great numbers. Farther north it is fatter. It is extremely oily and is caught by the natives in great numbers, who extract the oil and use it for food grease, as some tribes do whale oil. These fish are also dried and then burned for candles, being on that account known as "candle-fish." The oil has been bottled and exported to some extent, and is pronounced superior to cod-liver oil for medicinal purposes. This fish is most abundant in British Columbia.

The black cod, a superior food fish about which little has heretofore been known, abounds from Cape Flattery to the Arctic Ocean. The fish is very fat and oily, some of the native tribes catching it for its oil in the place of oolachan. Some experiments in salting the black cod and sending it to eastern markets have been highly successful.

In 1878 a few shad were planted in the Sacramento River, and now this fine fish is occasionally caught in the waters of Puget Sound, British Columbia, and Alaska.

The native oysters of the province are small, but the large eastern oyster probably would thrive. The cultivation of the latter has already been undertaken in our waters on a considerable scale. The eastern lobster should be introduced. Its food is much the same as that of the crabs, which are numerous on the coasts of the province, and the lobster, like the oyster, would be of great value commercially.

HUNTING AND ANGLING.

To the sportsman and angler the province is attractive. The sportsman has his choice of easy shooting in the more settled districts, where various kinds of grouse, prairie chickens, quails, ducks, snipe, and geese abound, with the common deer; or, if he loves hard sport, the mountain goat, mountain sheep, cariboo, American elk, and bears, both black and grizzly, will try his endurance and prowess. The fur-bearing animals of the zone are numerous. An experienced trapper can make good wages in many parts of the province. Excellent angling streams abound. In the lakes, as above said, sturgeon, white-fish, and many varieties of trout and perch, may be caught.

PUBLIC SCHOOLS.

The Public Schools are in the hands of the people—free to all, without distinction of race or creed—strictly non-sectarian—highest morality inculcated—no religious dogmas or creeds taught—uniform text-books—Public School Fund voted every year by the Provincial Assembly—School vote, 1884, over \$75,000—a Superintendent of Education, who visits and inspects—School Districts where there are 15 pupils between 5 and 15 years—the people choose every year from among themselves three School Trustees to manage schools—Trustees get money from "Public School Fund," on application endorsed by Superintendent of Education—Teachers, three grades—appointed or removed by Trustees—must have certificates of qualification from the Department of Education.

The settler will well know how to estimate the capabilities of this School system.

There is an excellent High School at Victoria, and one is being established at New Westminster.

There are very good church schools and private schools, for both sexes, in several of the large towns. An education befitting the children of gentlemen can be obtained for both boys and girls at Victoria, New Westminster, Nanaimo, &c., on reasonable terms.

EDUCATIONAL STATISTICS.

Estimated value of school sites.....	\$17,710 00
Do. do. buildings and furniture.....	77,135 00

Total valuation of school property \$94,845 00

Nine new school districts were organized during last school year—several others will soon be formed. The Government shows a decided willingness to meet the demands of the new settlements as to schools.

ADMINISTRATION OF JUSTICE

Has always been wholesome. Life, limb, and property are secured by just laws, *well carried out*. The large influx lately of railway workmen of all nationalities has merely necessitated the employment of a few additional constables. The San Francisco (California) "Bulletin," says:—"It is well that our citizens should note that our neighbours in British Columbia do not deal so leniently with those who take life as we do "on this side of the border line."

POPULATION AND CITIES.

The population of the province is about 60,000. It is being rapidly increased. The capital city, Victoria, which is picturesquely situated on a lovely harbour in the south-east of Vancouver Island, has about 10,000 inhabitants. It has fine streets, stone and brick buildings, churches, schools, and every convenience and requirement possessed by the cities of other parts of Canada, or of England. The principal city on the mainland, New Westminster, is about half the size of Victoria, and has the same advantages for business or private residence, with a different but equally beautiful situation

on a gentle acclivity on the right bank of the Fraser River, about 15 miles from its mouth. The same may be said of Nanaimo, the thriving coal port on the east coast of Vancouver Island. There are many smaller towns and villages in the province.

CHURCHES.

Churches are numerous in the province, there being two Catholic dioceses, with over 30 clergymen, and three Episcopal (or Anglican) dioceses, with about 25 clergymen, distributed at different places. The Methodist Church of Canada is represented by 16 clergymen, and the Presbyterian Church by 7, in various districts. The Reformed Episcopal and Baptist Churches, also, have been recently organized for work in the province. There are three branches of the Upper Canada auxiliary of the British and Foreign Bible Society.

HOSPITALS, ETC.

In Victoria there are three hospitals, the Royal Hospital, the French Hospital, and the St. Joseph's Hospital, also an Orphans' Home, and several Benevolent Societies. Nanaimo, New Westminster, Yale, Cariboo, each has its hospital.

INDIANS.

The Indians are law-abiding, and are largely employed in salmon fisheries and in seal hunting, etc.

LOCAL SELF-GOVERNMENT.

The people of a rural locality with over 30 male residents may be formed into a "Municipality," and may elect from among themselves Councillors and a Warden to manage all local affairs.

GOVERNMENT.

British Columbia enjoys the free, popular Government which the provinces of Canada possess. The Canadian Government regulates all matters connected with trade and navigation, the customs and excise, the administration of justice, militia, and defence, and the postal service; but the Provincial Government of British Columbia has control of all local matters. The province is at present represented in the Canadian parliament by three senators and six members of the House of Commons. Its own legislature consists of a Lieutenant-Governor, appointed by the Governor-General of Canada, an Executive Council of four members and a Legislative Assembly of twenty-five members, elected by the people for a term of four years. In practice the Executive Council holds office at the will of the Assembly. There are thirteen districts for electoral purposes. A short period of residence, with registration, qualifies voters.

BRITISH COLUMBIA AS A SUMMER RESORT.

So much has been written and printed concerning the beautiful scenery of British Columbia, the many delightful places of summer resort within its limits, and its serene, zestful climate, that it is unnecessary to give any further detailed description in this hand-book. It is sufficient to say that thousands of pleasure seekers have already been attracted thither, and that improved facilities of access and accommodation will soon make the province one of the most famous summer resorts on the continent. The mildness of the coast climate in winter, also, will be attractive to many. New ground—a new world almost—will be opened for travel by the Canadian Pacific Railway. The invalid, the tourist, the artist, the sportsman, and Alpine climber will find all that they desire in a country which, in the words of His Excellency the Marquis of Lorne, "possesses scenes of such perfect beauty on its forest-laden coast, in its tranquil gulfs, and amid its glorious mountains. I would strongly advise you to cultivate the attractions held out to the travelling public by the magnificence of your scenery. Let this country become what Switzerland is for Europe."

Canadian Government Agencies

IN THE UNITED KINGDOM.

LONDON SIR CHARLES TUPPER, K.C.M.G., &c., High Commissioner for the Dominion, 10 Victoria Chambers, London, S.W.
MR. J. COLMER, Secretary, High Commissioner's Office; and MR. C. C. CHIPMAN, Assistant Secretary, (address as above).
LIVERPOOL..MR. JOHN DYKE, 15 Water Street.
GLASGOW...MR. THOMAS GRAHAME, 40 St. Enoch Square.
BELFAST ... MR. CHARLES FOY, 20 Victoria Place.
DUBLIN.....MR. THOMAS CONNOLLY, Northumberland House.
BRISTOL.... MR. J. W. DOWN, Bath Bridge.

IN THE OLD PROVINCES OF CANADA.

QUEBEC MR. L. STAFFORD, Point Levis, Quebec.
TORONTO ...MR. J. A. DONALDSON, Strachan Avenue, Toronto, Ontario.
OTTAWA....MR. W. J. WILLS, Wellington Street, Ottawa, Ontario.
MONTREAL..MR. J. J. DALEY, Bonaventure Street, Montreal, Province of Quebec.
KINGSTON..MR. R. MACPHERSON, William Street, Kingston, Ontario.
HAMILTON..MR. JOHN SMITH, Great Western Railway Station, Hamilton, Ontario.
LONDON MR. A. G. SMYTH, London, Ontario.
HALIFAX...MR. E. McC. CLAY, Halifax, Nova Scotia.
ST. JOHN ...MR. S. GARDNER, St. John, New Brunswick.

IN MANITOBA AND THE NORTH-WEST.

WINNIPEG . MR. W. C. B. GRAHAME, (MR. H. J. MAAS, German Assistant), Winnipeg, Manitoba.
EMERSON...MR. J. E. TETU, Railway Station, Emerson, Manitoba.
BRANDON ..MR. THOS. BENNETT, Office at the Railway Station.
PRINCE ARTHUR...J. M. MCGOVERN.

IN BRITISH COLUMBIA.

VICTORIA...MR. JOHN JESSOP.

Agencies of Provincial Government of British Columbia.

LONDON (England).....MR. H. C. BEETON, Agent-General for the Province, 36 Finsbury Circus.
PARIS (France).....MR. J. S. K. DE KNEYETT, 17 Boulevard de la Madeleine.
TORONTO (Ontario).....MR. GEORGE FAULKNER.
WINNIPEG (Manitoba) MR. W. J. GRAHAM, M.D.
NEW WESTMINSTER (British Columbia)..MR. WM. ROSS.